TRANSPORTATION AND COMMUNICATIONS - RAILROAD SURVEY PROJECT [1 OF 2]

Report Covering Survey of Proposed Railroad from Jidda to Riyadh

Copies Given Out	Report	Specifications
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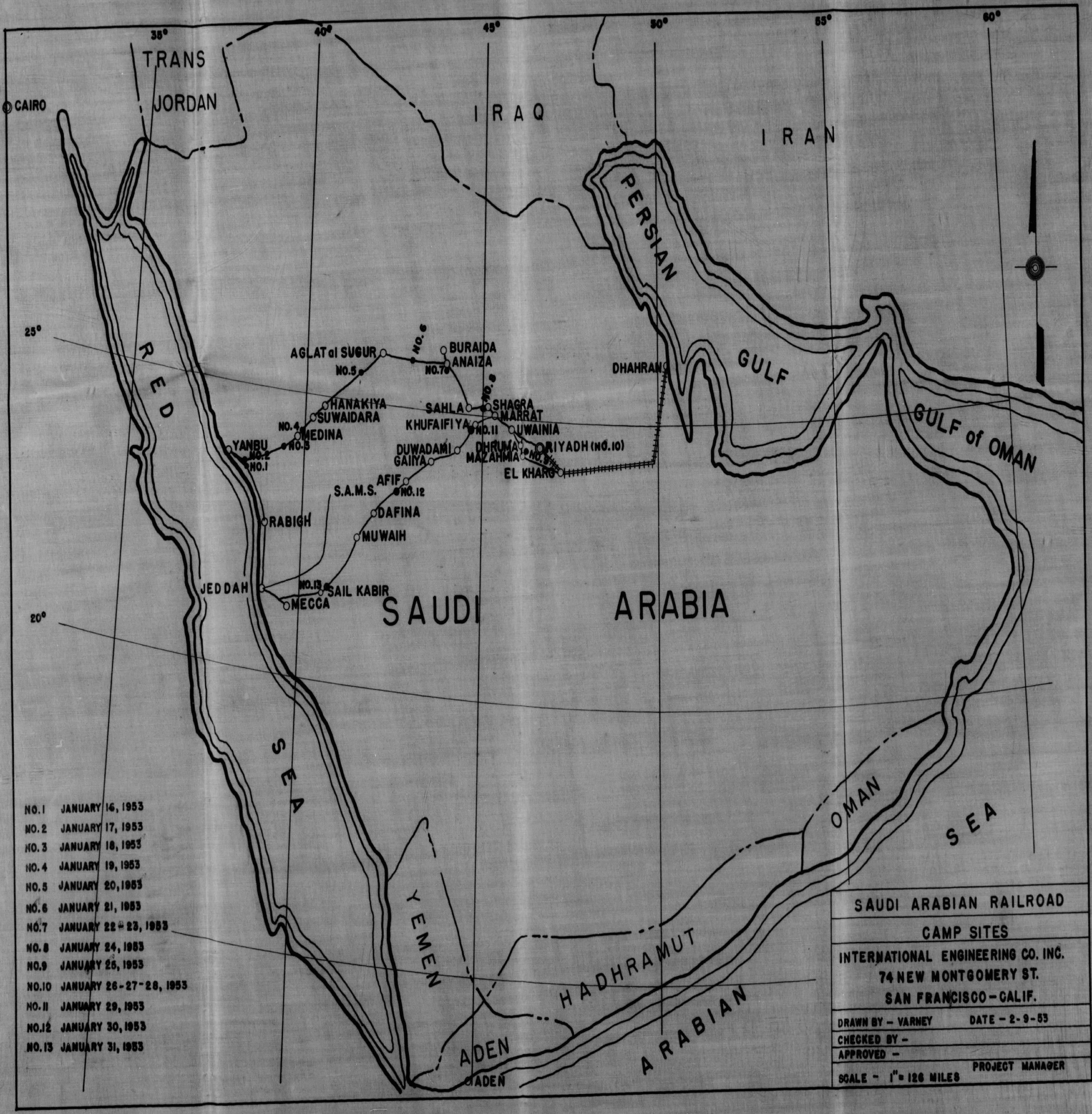

NO.1	JANUARY 16, 1953
NO.2	JANUARY 17, 1953
NO.3	JANUARY 18, 1953
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NO.11	JANUARY 29, 1953
NO.12	JANUARY 30, 1953
NO.13	JANUARY 31, 1953

SAUDI ARABIAN RAILROAD

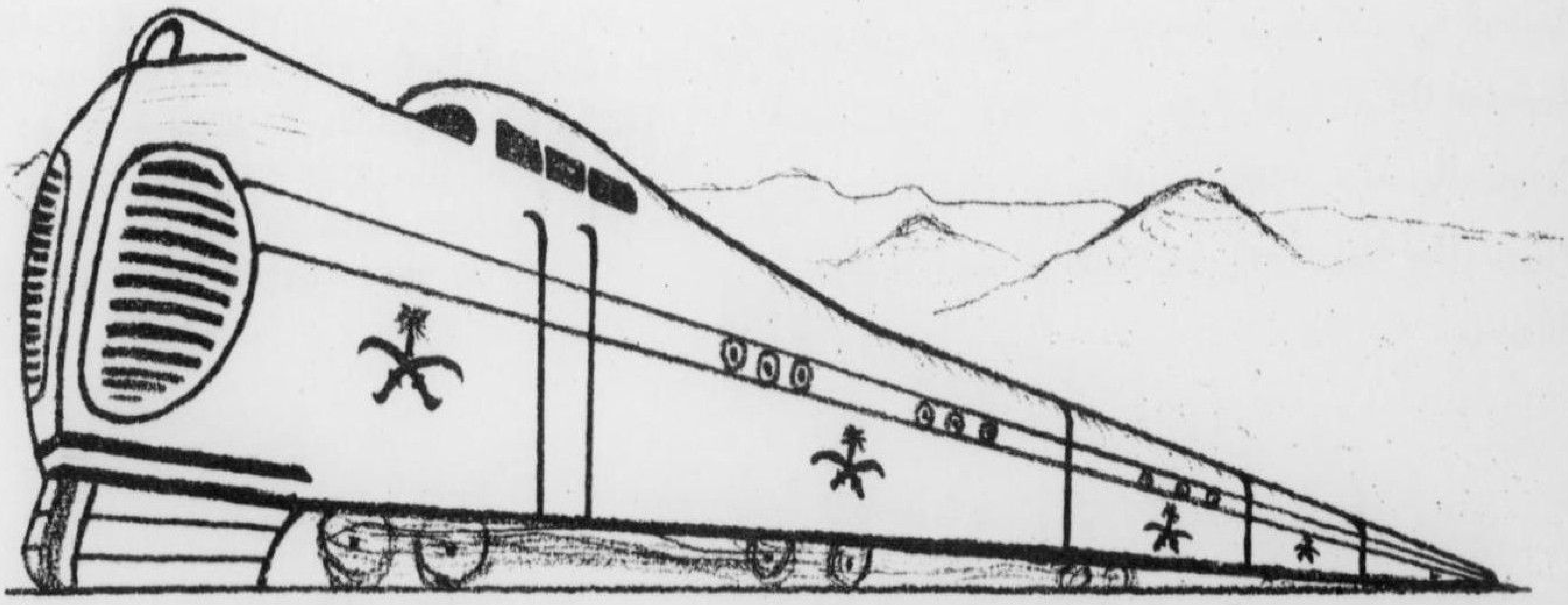
CAMP SITES

INTERNATIONAL ENGINEERING CO. INC.
74 NEW MONTGOMERY ST.
SAN FRANCISCO - CALIF.

DRAWN BY - VARNEY DATE - 2-9-53
CHECKED BY -
APPROVED -
PROJECT MANAGER
SCALE - 1" = 126 MILES

مدرسة سكة حديد الحكومة السعودية

SAUDI GOVERNMENT RAILROAD SCHOOL



-FOREWORD-

The industrial progress of a nation is accompanied by an increase in the use of power. The processes that require manual labor are replaced by inventions of labor-saving and time-saving machines and devices that make possible increased production with decreased physical exertion by the individual.

With this decrease in demand upon the physical exertion of the individual comes an increased demand upon the individual's mental ability and ingenuity to operate, test, distribute and maintain the many new devices which have caused this evolution in the mode of living.

In view of the rapidity with which technological changes transpire, the aim of the School is to give as broad an education as possible in mathematics, science and technology in a definite field of work. This breadth is not to be achieved at the expense of thoroughness in fundamentals; rather the aim is to have the fundamentals of science, mathematics, drawing and shopwork thoroughly mastered by having a closely integrated program in which each of these parts of the curriculum forms an interrelated part of the whole.

The vocational education pattern assures the young man the means to support himself as an individual. It develops the characteristics of good citizenship and prepares him to become a responsible member of a productive society. Vocational education is not a thing apart. It is an essential component of good education.

It is these objectives and ideals that are the integral part of the Saudi Government Railroad Vocational School. The following pages of this booklet attempt to explain how these objectives are attained in the effort to train the Saudi Arab employees in becoming the skilled technicians of the future.

H. R. ZIEL

Superintendent of
Education & Training

مقدمه

يصحب تقدم الامة الصناعى ازدياد استعمال القوى الاليه ، وقد استبدلت الاعمال التى تتطلب ايدى عامله باختراعات تساعد على توفير الايدى العامله وكسب الوقت وجعلت من الممكن الحصول على منتوج متزايد باقل كمية ممكنه من الاجهاد الجسدى الذى يقوم به الفرد .

وقد ادى نقصان الحاجه لاستغلال الاجهاد الجسدى الى ازدياد الحاجة لاستغلال المقدرة الفكريه فى تشغيل وفحص وتوزيع ومعاضدة هذه الاختراعات الكثيره التى سببت هذا التقدم فى اساليب الحياه .

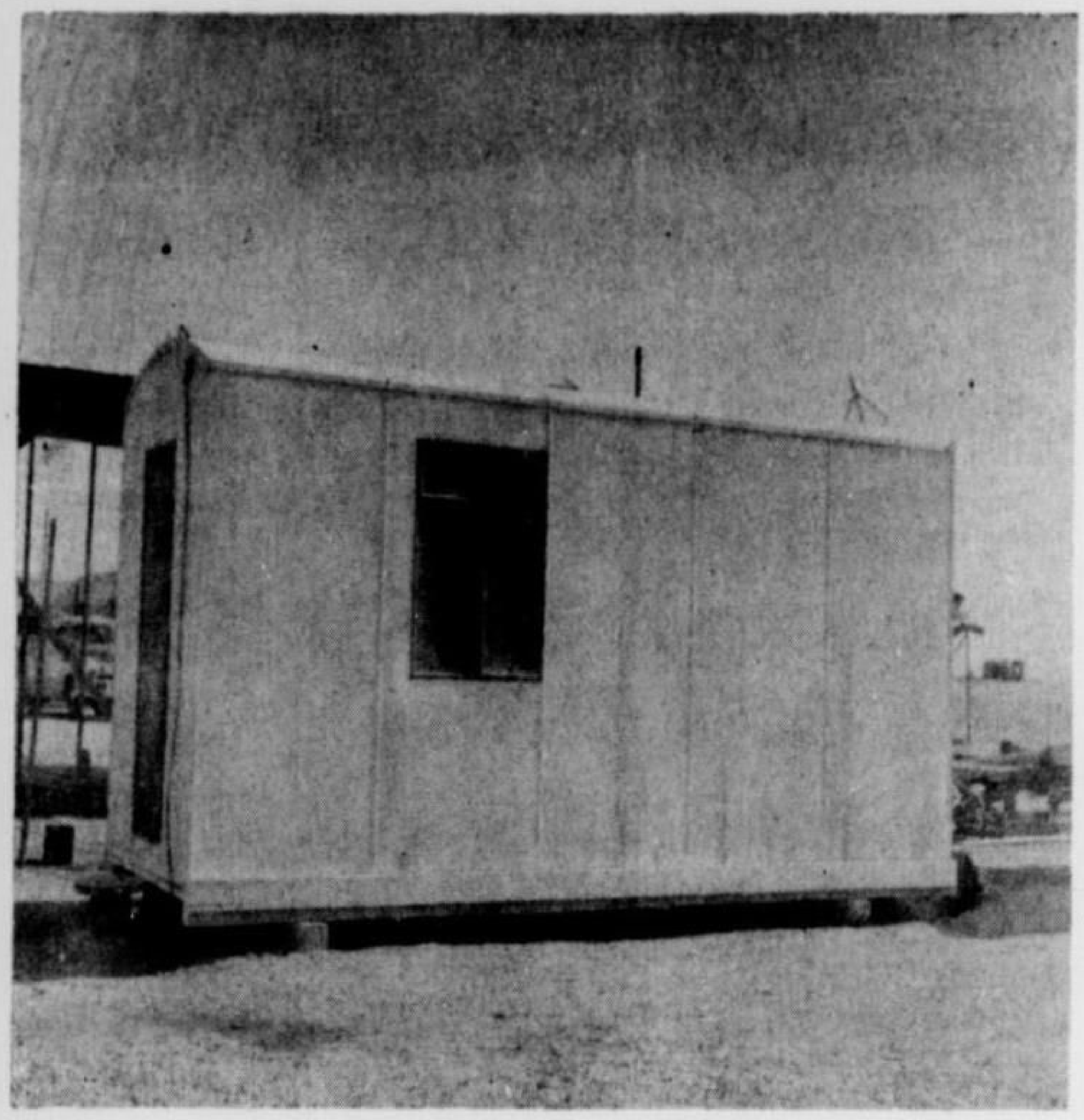
ونظرا للسرعة التى ظهرت بها تغيرات علم الصنائع والفنون فغاية المدرسة هى ان تعطي اوسع منهاج تعليمى ممكن فى الرياضيات وعلم الاشياء وعلم الصنائع والفنون في احدى الحرف المقرره ، ولا يتم هذا التوسع باتقان القواعد الاوليه فحسب ، بل بادماج القواعد الاوليه لعلم الاشياء والرياضيات والرسم وعمل الورش ادماجا تاما فى منهاج كامل يرتبط كل قسم فيه ببقية الاقسام الاخرى .

يضمن التعليم الصناعي النموذجي للشباب الوسائل التى تمكنه من اعالة نفسه كفرد ، كما وتظهر مميزات المواطن الصالح وتعده ليصبح عضوا عاملا فى مجموعة منتجه ، ليس التعليم الصناعى قسما مستقلا ، بل هو جزء جوهري من التعليم المفيد .

هذه هى الاهداف والمثل الصحيحه للمدرسة الصناعية فى سكة حديد الحكومة السعوديه ، تشرع الصفحات التالية لهذا الكتاب فى شرح كيفية الوصول الى هذه الاهداف بالجهود التى تبذل لتدريب المواطنين السعوديين ليصبحوا مهرة المستقبل الفنيين .

هنرى . ر . زيل

مدير التعليم والتدريب



In the one room building pictured above the Saudi Government Railroad School had its beginning in March, 1950, with one academic instructor and this small group of pupils. At that time, the School, as well as the Railroad offices, was located in Dhahran. Subjects taught in the beginning were Arabic and English. Classes continued on this basis until March, 1951, but Railroad Management realized that more than academic instruction was needed to enable the Saudi Arab employees to carry on the skilled jobs required in the operation of a modern railroad, and they recruited from the United States a specialist in vocational training to set up classes in specialized skills. As a result of this farsighted policy in recognizing the need for specialized training many responsible positions on the Railroad are now being capably handled by Saudi Arab employees.

فى البناية الظاهرة فى الصورة العليا والمؤلفة من غرفة واحده افتتحت سكة حديد الحكومة السعودية مدرستها فى شهر مارس ١٩٥٠ بمدرس علمى واحد وهذه المجموعة الصغيره من الطلاب ، وقد كانت المدرسة ومكاتب سكة الحديد فى ذلك الوقت موجودة فى الظهران . اقتصرت الدروس فى بادئ الامر على اللغة العربية واللغة الانجليزيه ، وقد استمر التدريس على هذا المنوال الى شهر مارس ١٩٥١ حيث قدرت الادارة العامة لسكة الحديد بان الحاجة تدعو الى اكثر من التدريس العلمى لكى يتمكن الموظفون السعوديون من القيام بالاعمال التى تتطلب المقدرة والمهاره والتى تدعو لها الحاجه فى سكك الحديد الحديثه ، فوظفت من الولايات المتحده موظفا مختصا فى التعليم المهنى ، لاعداد صفوف فى التدريب المهنى ، وكنتيجة لبعد النظر هذا فى تقدير اهمية التدريب المهنى اصبح الكثير من الوظائف ذات المسؤولية فى سكة الحديد يدار بكفاءة بموظفين سعوديين .

لا يحق الا للموظفين السعوديين الالتحاق بالمدرسه ، وعندما يتقدم اى طالب وظيفة الى سكة الحديد فانه يعطى فحصا من قبل فاحص قد تدرب تدريبا خاصا على هذا الفحص، وهو موظف سعودى من موظفى المدرسه • لم يوضع هذا الفحص لمعرفة مقدار التعليم الذى حصل عليه طالب الوظيفة ، لان مثل هذا الفحص لا يكون عادلا بالنسبة لاولئك الذين لم تسنح لهم الفرصة للتعليم سابقا ، ولكن القصد من هذا الفحص هو معرفة مدى امكانية واستعداد الطالب للتعلم •

وبعد الفحص يقوم مدير التعليم بمحادثة طالب الوظيفة محاولا ايجاد احسن وظيفة تتناسب مع امكانيات هذا الطالب ، وعلى اساس هذا الفحص والمحادثه يقوم مدير المدرسة باعطاء توصياته الى دائرة شؤون الموظفين •

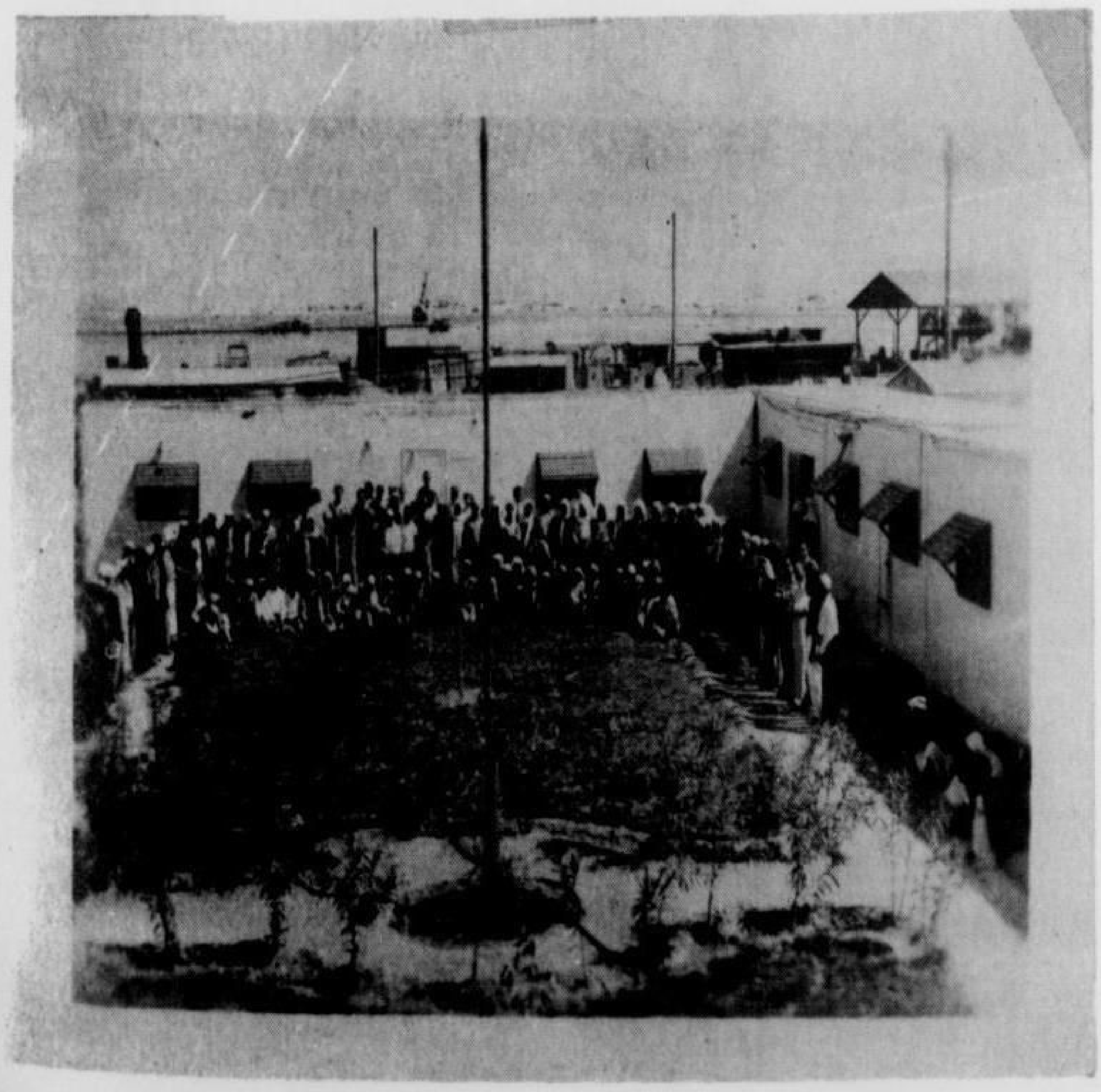
واذاما قبل توظيف الطالب فانه يعين فى قسم من اقسام سكة الحديد حيث يشتغل الى ان يحين موعد الدورة المدرسية الجديده • يصرف الطالب فى المدرسة نصف وقته فى دراسة المواضيع العلمية كالقراءة والكتابة والاملاء والحساب وعلم الاشياء والجغرافيا ويخصص النصف الاخر من وقته لدراسة المواضيع الخاصة المتعلقة بالعمل الذى سيتم تدريبه عليه •

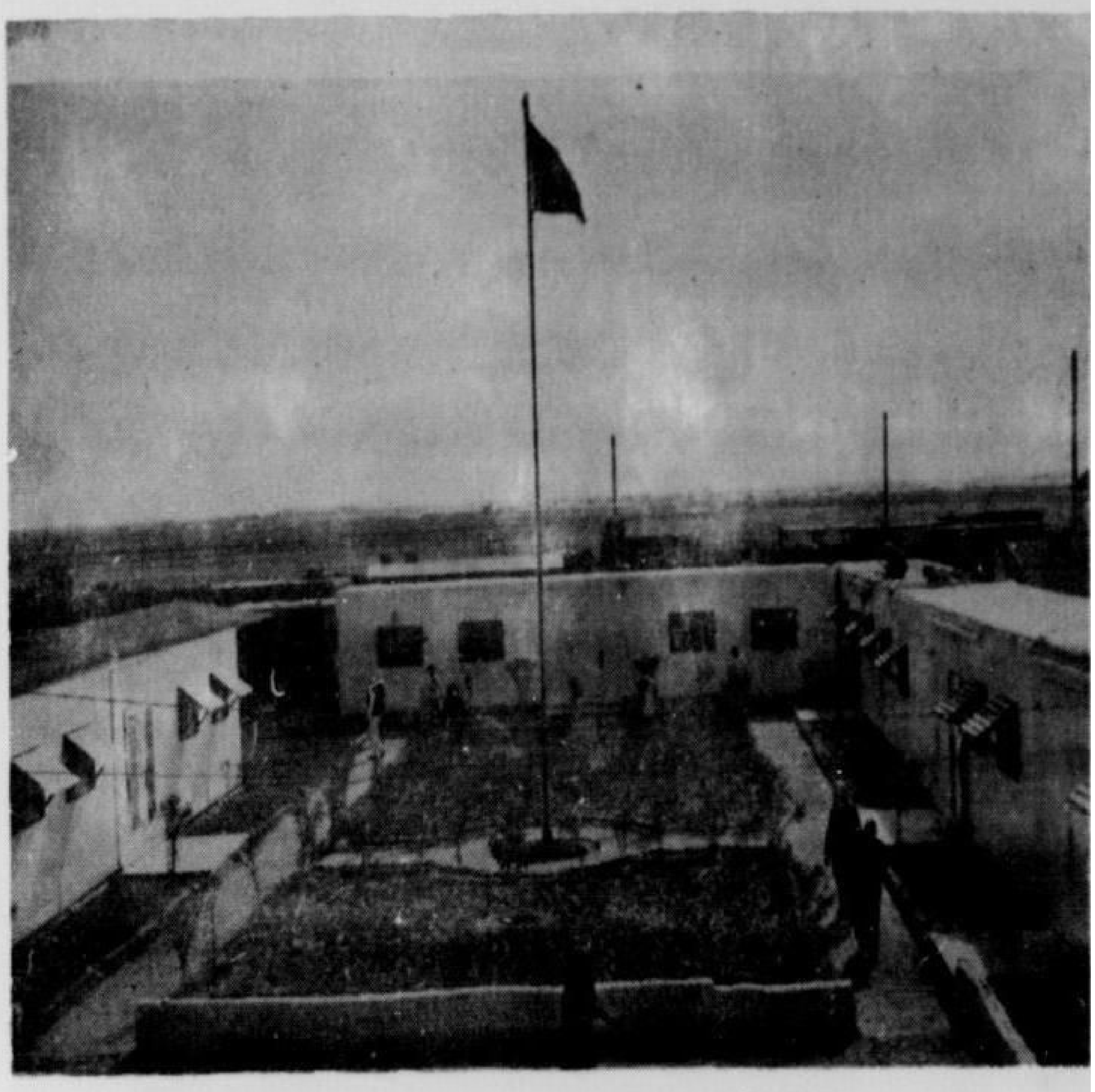
Only Saudi Arab employees of the Railroad are eligible to attend the School. When an applicant comes to the Railroad seeking employment, he is first given a test administered by a specially trained tester, a Saudi Arab employee of the School. This test is not designed to measure the amount of learning an applicant has, for such a test would be unfair to those who have had little opportunity for previous schooling; its purpose is to determine the applicant's ability to learn.

After the test, the Superintendent of Education interviews the applicant and attempts to find out what type of work he is best suited for. On the basis of the test score and the interview, the Superintendent makes recommendations to the Personnel Department.

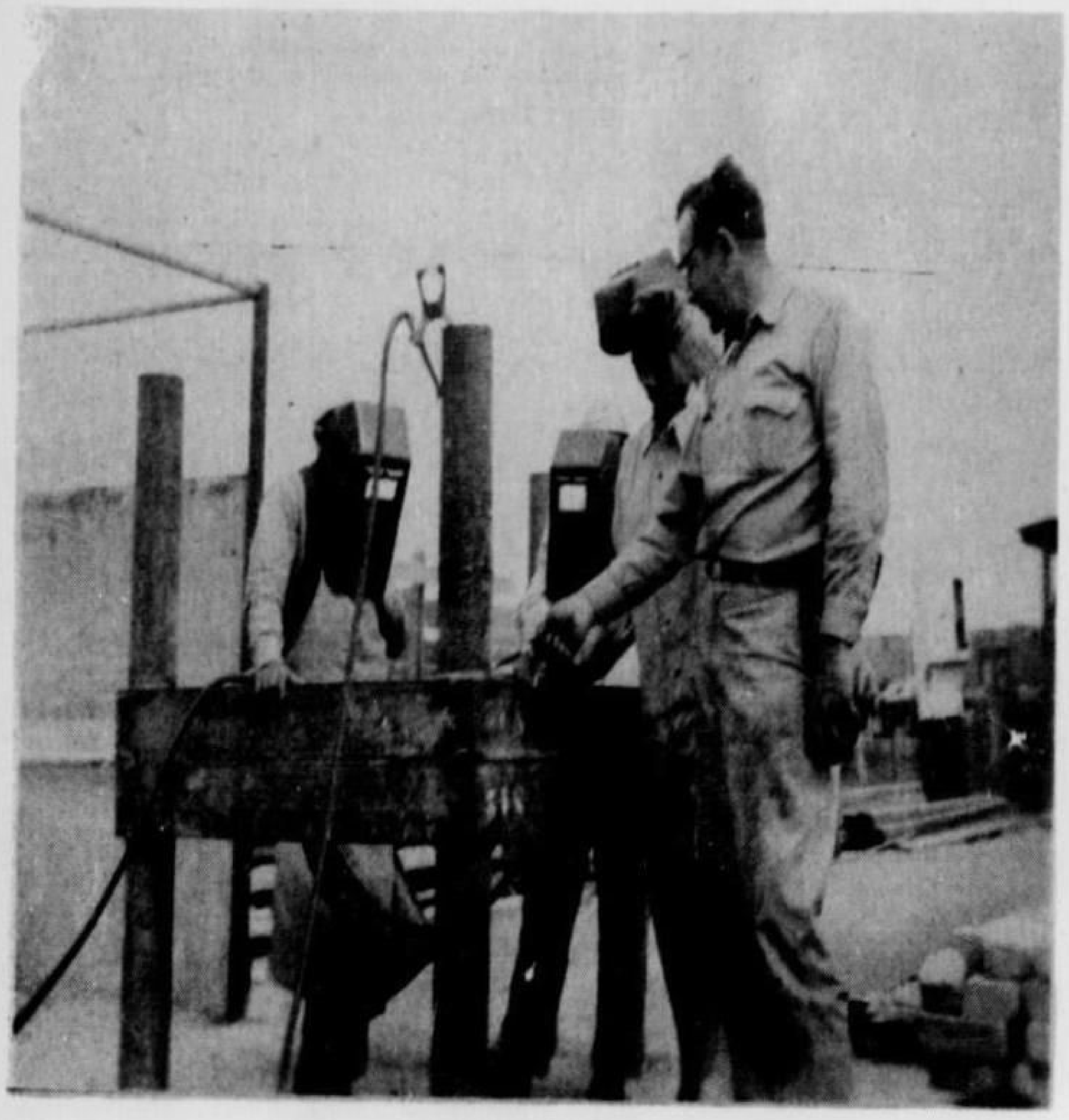
If accepted for employment, he is assigned to duty in a section of the Railroad, where he works until the next session of school opens. In school the student spends half of his time studying basic academic subjects such as reading, writing, spelling, arithmetic, science and geography, and the rest of his time is devoted to specialized subjects pertaining to the particular work for which he is being trained.

When the Railroad moved its headquarters to Dammam in September, 1950, the School was reopened in the only space available — one room of a three room garage building — but with the addition of new courses more space was needed, and within a few months the School was occupying the entire building. With each term the enrollment increased, new courses were added, and soon the School was again bursting its seams. One by one additional small buildings were made available to the School, and these, with considerable alterations, were made to serve as classrooms. Some of the buildings are shown in the picture above. While these classrooms are by no means ideal and the space is still inadequate, 153 students now attend classes in the School. In addition to an enlarged academic curriculum, there are now many specialized vocational courses.





وعندما انتقلت المكاتب العامة لسكة الحديد الى الدمام فى سبتمبر ١٩٥٠ ، اعيد فتح المدرسة فى المكان الوحيد الذى امكن الحصول عليه وهو غرفة من رحبة ذات ثلاث غرف ، ولكن باضافة مواضيع جديدة فقد دعت الحاجة الى امكنة اخرى ، ولم تمض بضعة اشهر حتى كانت المدرسة تحتل البناية كلها ، وقد كان عدد الطلاب يزداد فى كل فصل مدرسى فتضاف مواضيع جديدة ، وبعد فترة وجيزة لم تعد البناية تتسع للمدرسة وقد اضيف للمدرسة بنايات صغيرة الواحدة تلو الاخرى وصار بالامكان استعمال هذه البنايات كغرف للتدريس بعد اجراء عدة تعديلات فيها . تظهر بعض هذه الغرف فى الصورة العليا . ومع ان هذه الغرف ليست نموذجية فى اى حال من الاحوال فقد بلغ عدد الطلاب الذين يتلقون علومهم فيها ١٥٣ طالبا . وبالاضافة الى البرنامج العلمى الواسع فهناك عدة مواضيع مهنية اختصاصية .

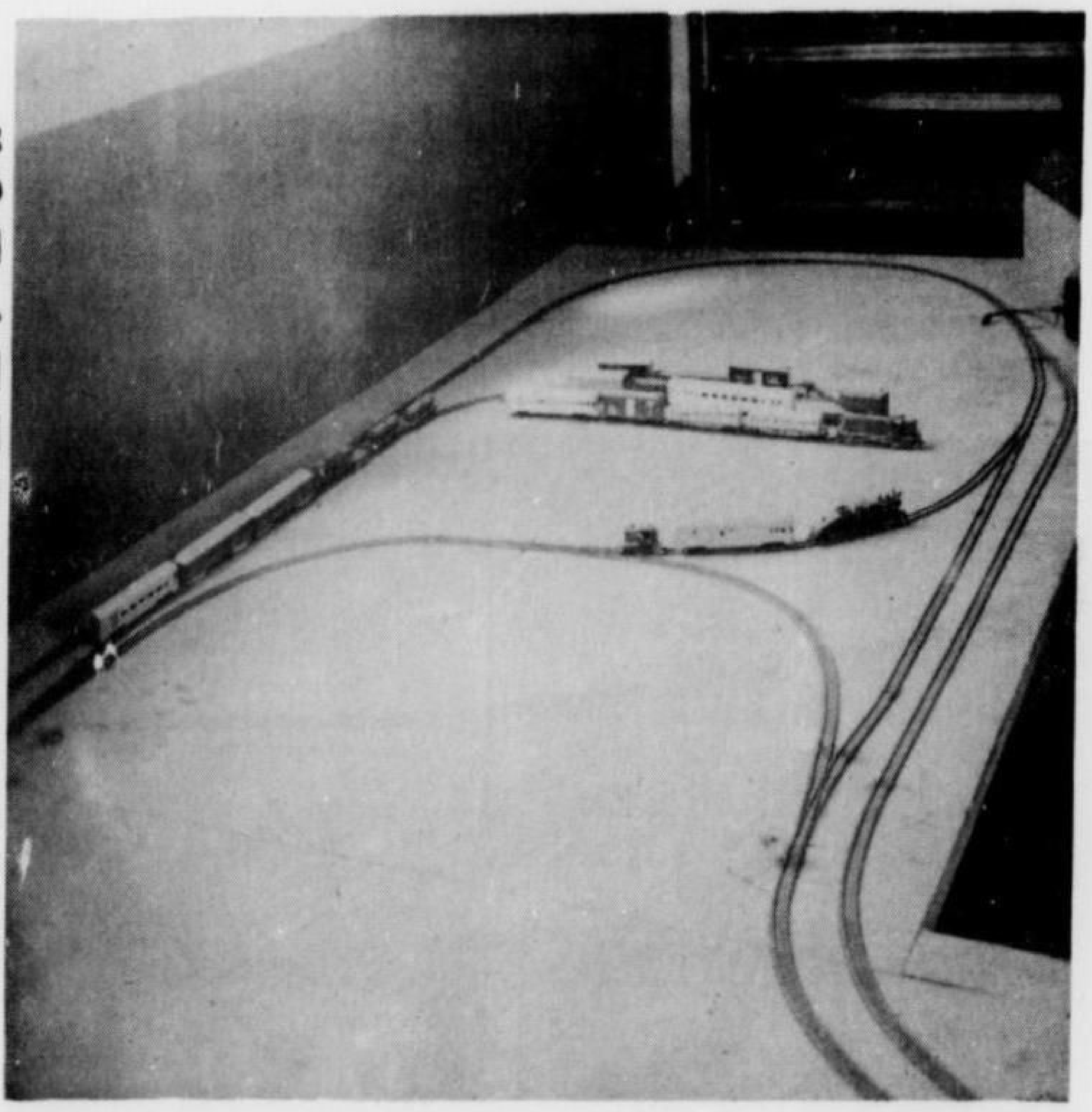


Welding is an important job on any railroad; here in Arabia where it is sometimes necessary to wait months for the arrival of spare parts, good welders are indispensable. As in all other industrial courses, safety is stressed in the welding class, and the students are required to protect themselves always with helmet and gloves and jackets.

لحم المعادن من الاعمال المهمة فى اى سكة حديد ، وهنا فى المملكة العربية السعودية حيث تدعو الضرورة فى بعض الاحيان الى انتظار عدة اشهر لوصول بعض قطع الغيار فلا يمكن بحال من الاحوال الاستغنا • عن لحامى المعادن المهرة ، تعطى السلامة اهمية كبيرة فى هذا الصف اسوة بغيره من الصفوف الصناعية ويطلب من الطلاب حماية انفسهم بالخوذ والقفازات والمعاطف الخاصه •

This model railroad is a valuable training aid in Operations class. Actual problems are simulated with these small trains, and by getting an overall picture of the situation, students can better understand the reasons for the regulations that govern train operation.

يعطى هذا القطار النموذجى فائدة تدريبية كبيرة لصف تسيير القطارات حيث تبسط المشاكل الحقيقية بشرحها على هذه القطارات الصغيرة • وباعطا• الطلاب صورة اجمالية عن العمليات فانهم يكونوا اكثر تمكنا من تفهم الاسباب التى دعت لوضع القوانين التى تضبط عمليات سير القطارات •

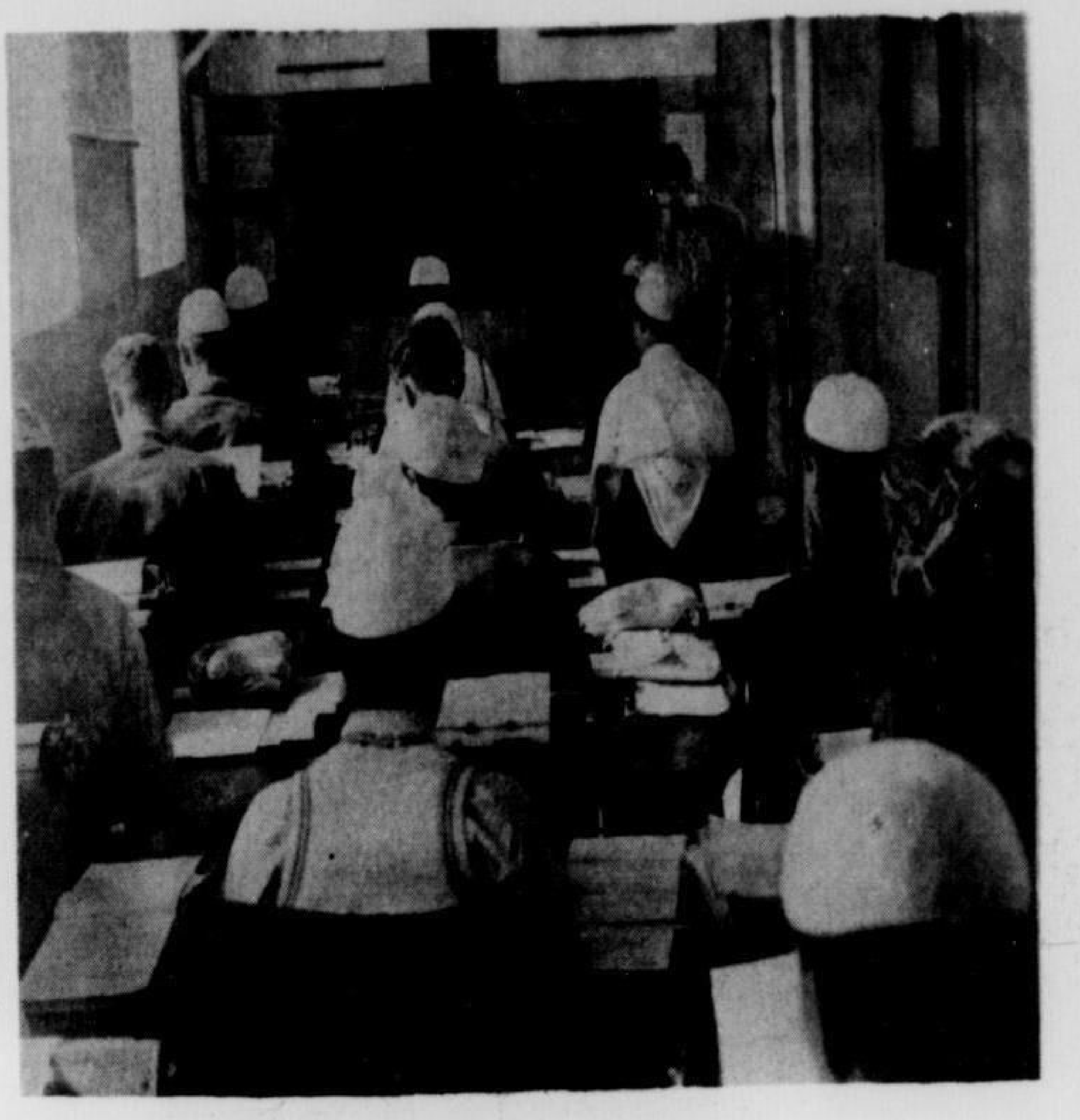


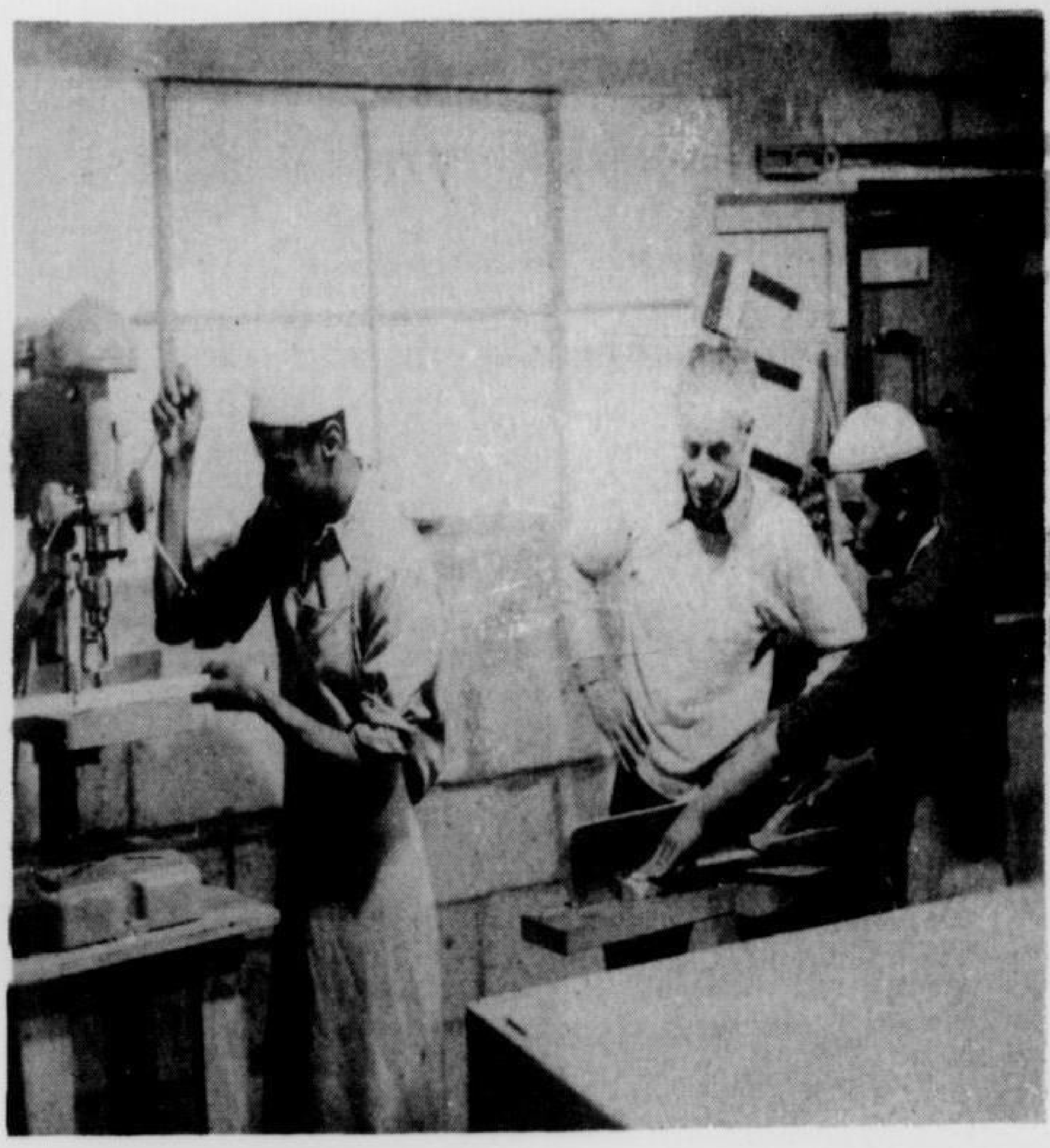
One of the most important jobs on the Railroad is the maintenance and repair of locomotives, those mighty engines that pull the freight and passenger cars across the sands. Here the diesel class is building one of the large diesel locomotive engines as a part of their training course.

ان صيانة واصلاح القاطرات فى سكة الحديد لعمل من الاعمال المهمة جدا ، تلك القاطرات القوية التى تجر عربات الركاب والبضائع على الخطوط الممتدة فى الرمال ، يقوم طلاب الديزل فى هذا الصف بتركيب قطع قاطرة ديزل كبيرة كجزء من تدريبهم •

The picture at the right shows a typing class, a specialized course for the employees who are being trained to take over the many clerical positions necessary to the operation of a railroad. In addition to typing, clerical trainees study filing, letter writing, business arithmetic, bookkeeping, accounting, and special business courses relating to their own clerical jobs.

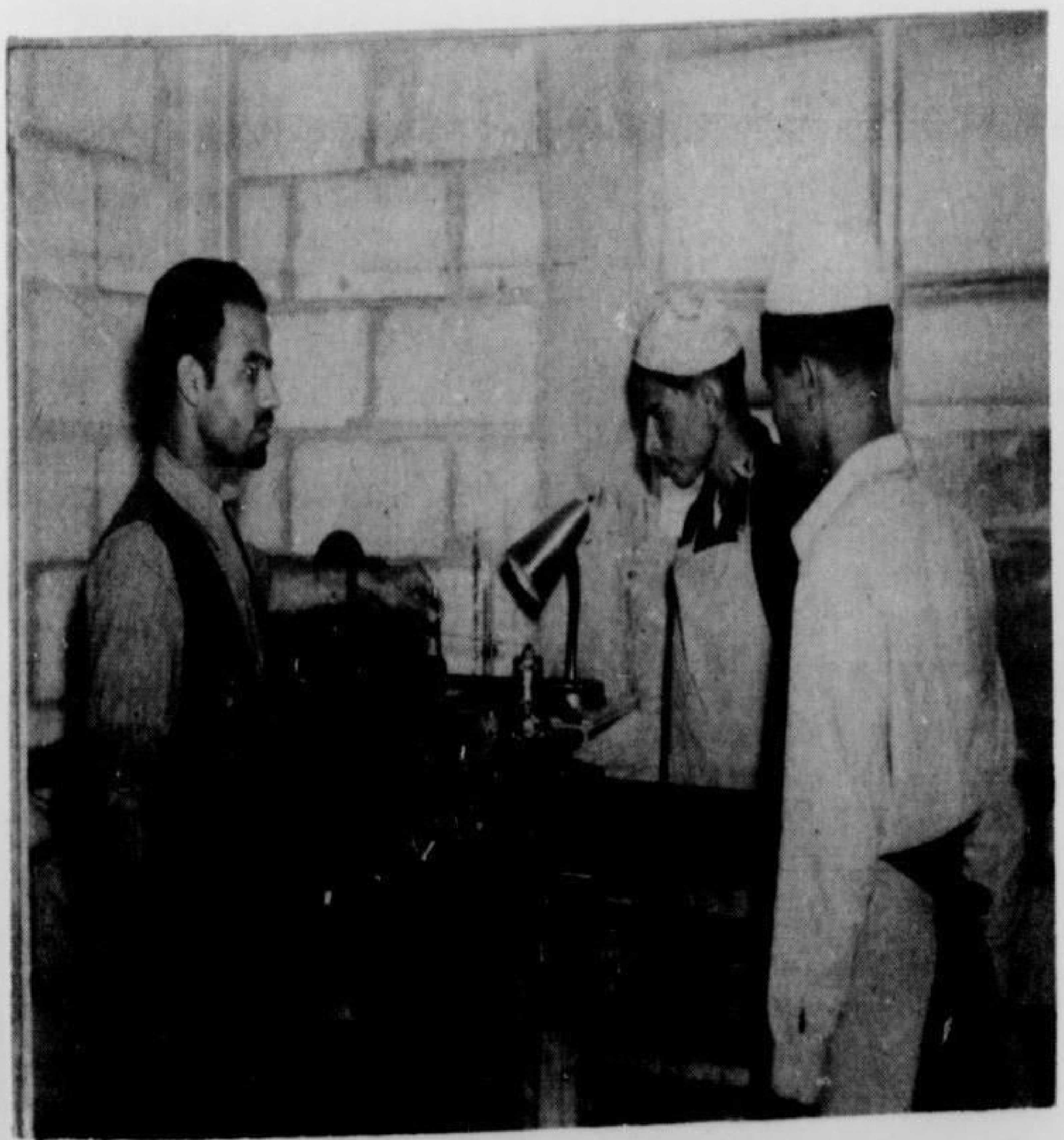
يظهر فى الصورة اليمنى صف الضرب على الالة الكاتبة ، وهو موضوع خاص للموظفين الذين يدربون لتسلم المراكز الكتابية الكثيرة واللازمة لادارة سكة الحديد ، وبالاضافة الى الضرب على الالة الكاتبة يدرب الطلاب على التصنيف وكتابة الرسائل والحسابات التجارية ومسك الدفاتر والمحاسبات وغيرها من المواضيع التجارية الخاصة المتعلقة باعمالهم الكتابية .





In the wood shop students are trained in the use of carpentry tools and methods and are given extensive practical experience. They build desks, tables, chairs, wastebaskets, file trays and other items used by the School and elsewhere on the Railroad. All of the work in remodelling the buildings into classrooms was done by the carpentry students with the help and guidance of their instructors.

يدرب الطلاب فى ورشة النجاره على استعمال ادوات واساليب النجاره حيث يكتسبون خبرة عملية واسعة ، فهم يقومون بعمل طاولات المكاتب والطاولات الاعتيادية والكراسى وسلال المهملات وعلب المكاتبات وبقية الاثاث المستعمل فى المدرسة وغيرها من دوائر سكة الحديد ، وقد قام طلاب قسم النجاره بجميع التغييرات التى تمت فى البنايات لجعلها صالحة للتدريس بمساعدة وارشاد مدرسيهم .



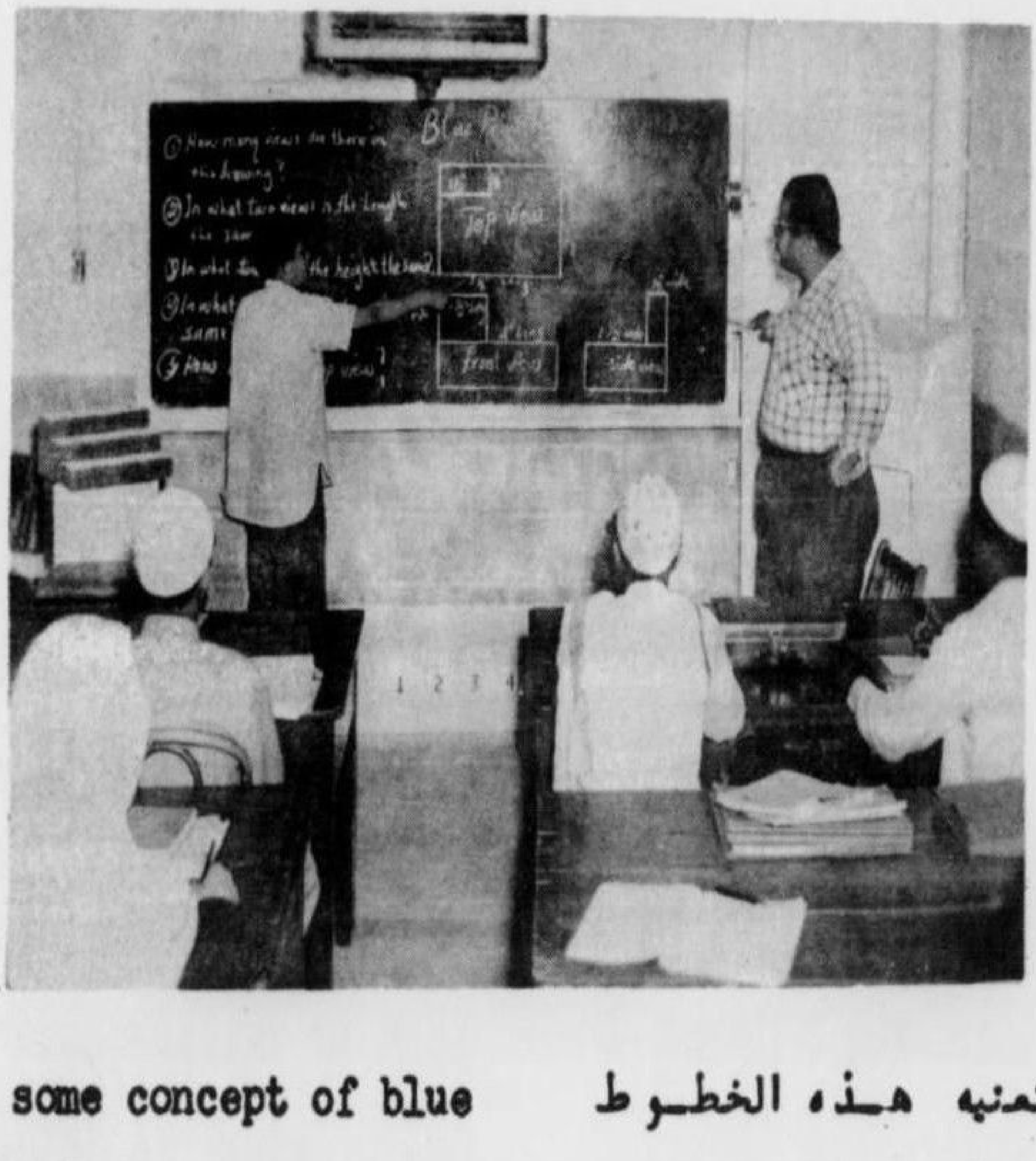
Large pieces of equipment are dependent upon precision machined parts. Many of these are fabricated in Arabia; so in the machine shop, students are taught the techniques of forming and machining metals. In the picture a Saudi Arab is instructing students in the proper use of a machine lathe.

تعتمد المعدات الكبيرة على القطع الصغيرة المصنوعة بشكل متقن . يصنع الكثير من هذه القطع الصغيرة فى المملكة العربية السعودية . يدرب الطلاب فى ورشة الالات على الاسس الفنية فى صب وصنع هذه القطع من المعادن . يظهر فى الصورة احد الموظفين السعوديين وهو يشرح للطلاب الطريقة الصحيحة لاستعمال الة خراطه .

Keeping the railroad tracks in good condition so that trains can proceed with speed and safety is a never ending job and one that requires skilled men to recognize danger spots and correct them. Training men for this important phase of railroad operation is part of the school program. The Maintenance of Way class shown here is taught by an expert track man with many years of experience in this work.

ان المحافظة على خطوط سكة الحديد بحالة حسنة تمكن القطارات من السير بسرعة وبسلامه لمن الاعمال التى لا تنتهى والتى تتطلب رجالا مهرة باستطاعتهم تحديد الاماكن الخطرة فى الخط واصلاحها ، ومن برنامج المدرسة تدريب العمال على هذا العمل المهم من اعمال سكة الحديد . قام بتدريب طلاب صف صيانة الخط الظاهر هنا اختصاص فى صيانة الخطوط ، لديه خبرة سنوات طويلة فى هذا المضمار .

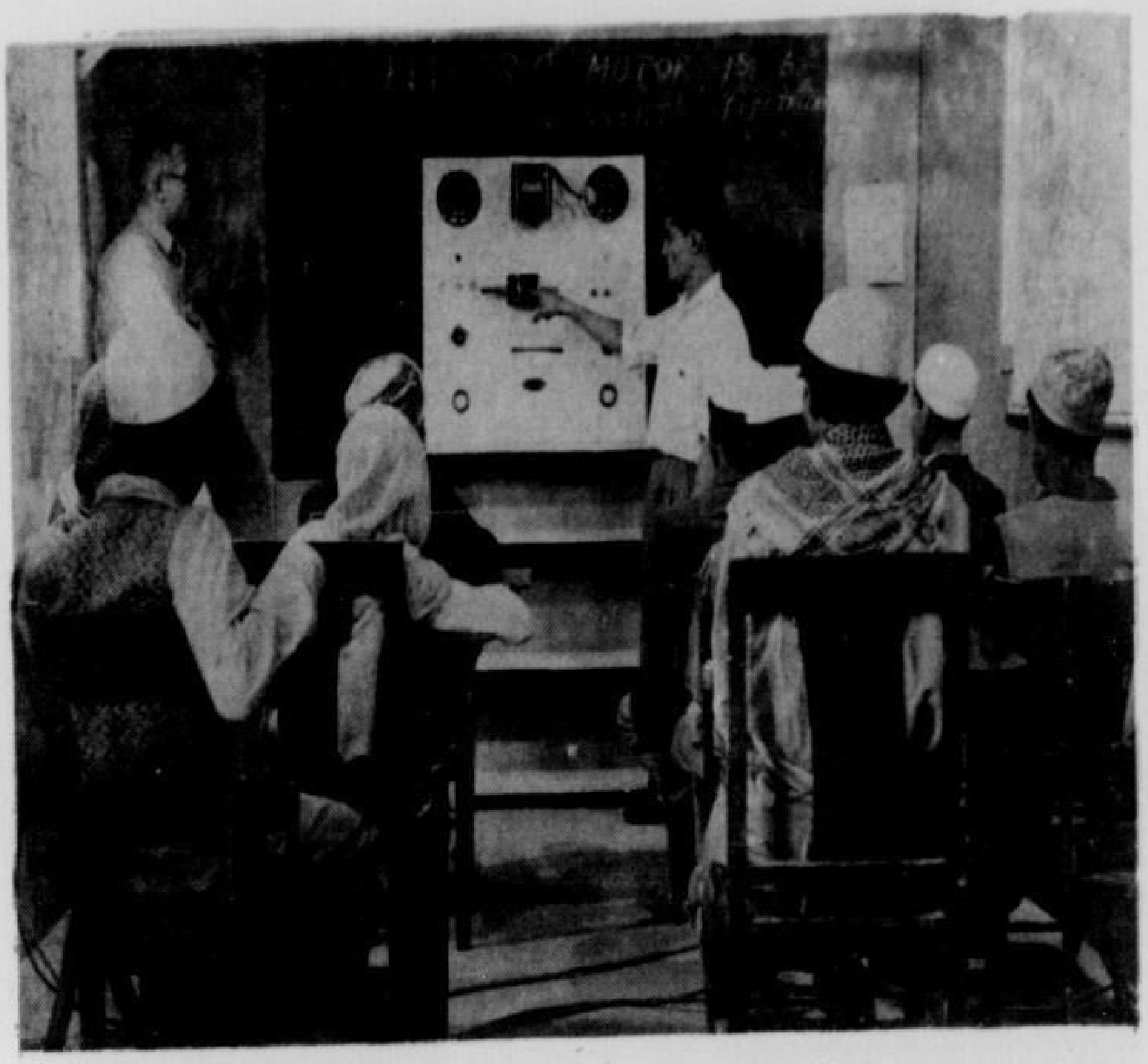
Blueprints speak a language, a language of lines that is international. The numbers may differ, but the lines are the same whether the print originates in China, America or Saudi Arabia. If any craftsman is to be successful, he must have some concept of blue print reading and basic drawing. Here in the Saudi Government Railroad Vocational School a group of students are learning to interpret this industrial language.

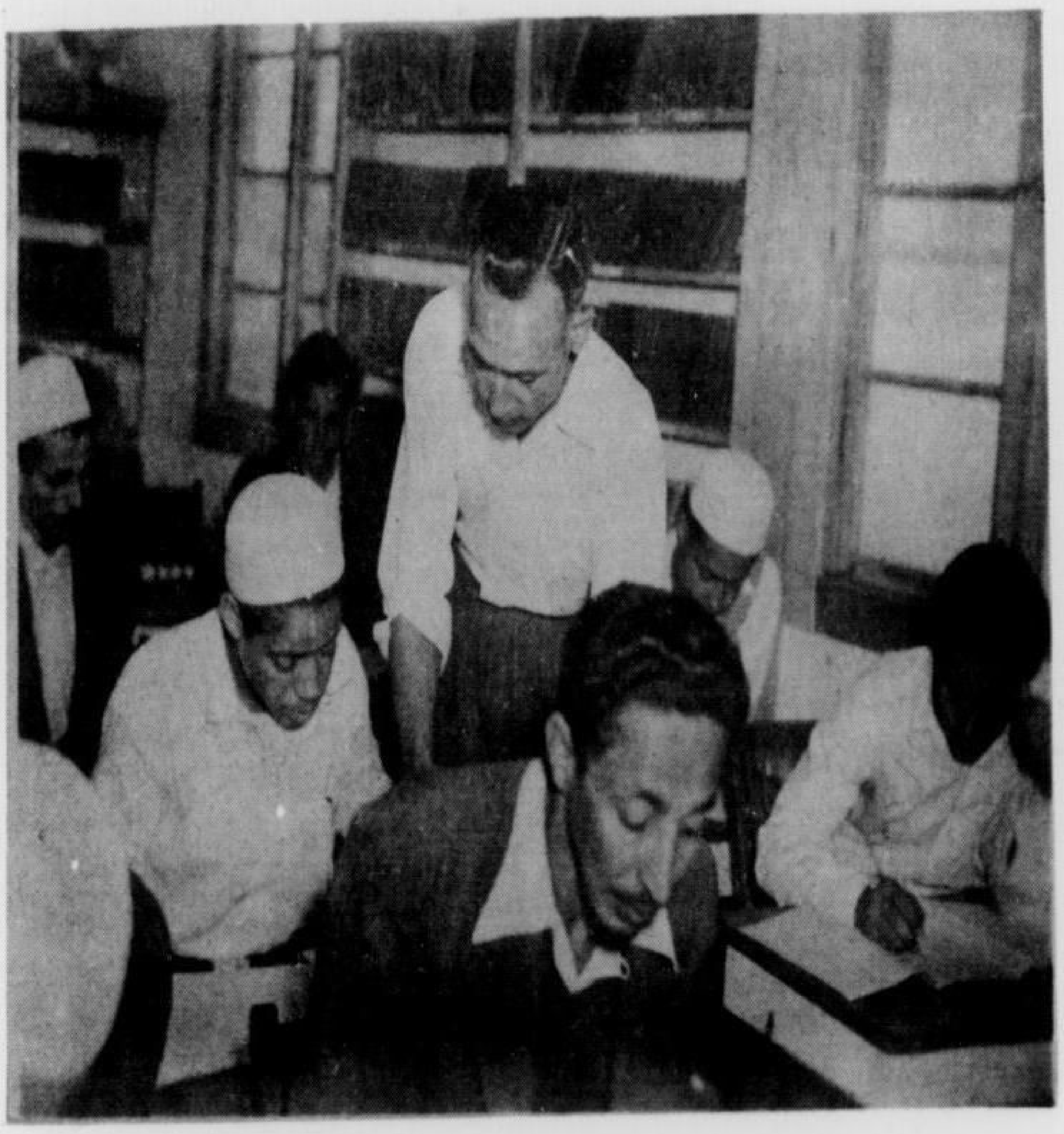


تعبر الرسوم الهندسية ، وكانها لغة ، لغة من الخطوط عالمية . ربما تباينت الارقام ولكن الخطوط تكون هى نفسها سواء كانت قد رسمت فى الصين او امريكا او فى المملكة العربية السعودية . ولكى ينجح اى عامل مهنى ، يجب ان تكون لديه فكرة عما تعنيه هذه الخطوط الهندسية ، والطرق الاساسية لرسمها . تتعلم جماعة من الطلاب هنا فى المدرسة الصناعية لسكة حديد الحكومة السعودية كيفية فهم وتفسير هذه اللغة الصناعية .

Now that Dammam has its own power plant, electricity will be used by increasing numbers of people in this area. In the general electricity class shown here, students are taught the basic principles of electricity and how to use it with safety. Students training to be electricians or specializing in diesel or communications work are given advanced courses in electricity.

والان وقد اصبح لمدينة الدمام مولدانها الكهربائية فسوف يزداد عدد الذين يستعملون الكهرباء فى هذه المنطقه · يدرس الطلاب فى صف الكهرباء العامة الظاهر هنا المبادى الاساسية للكهرباء وطرق استعمالها بسلامة واما الطلاب الذين يدربون لكى يصبحوا كهربائيين او مختصين فى اعمال الديزل فيعطون برنامجا عاليا فى الكهرباء ·



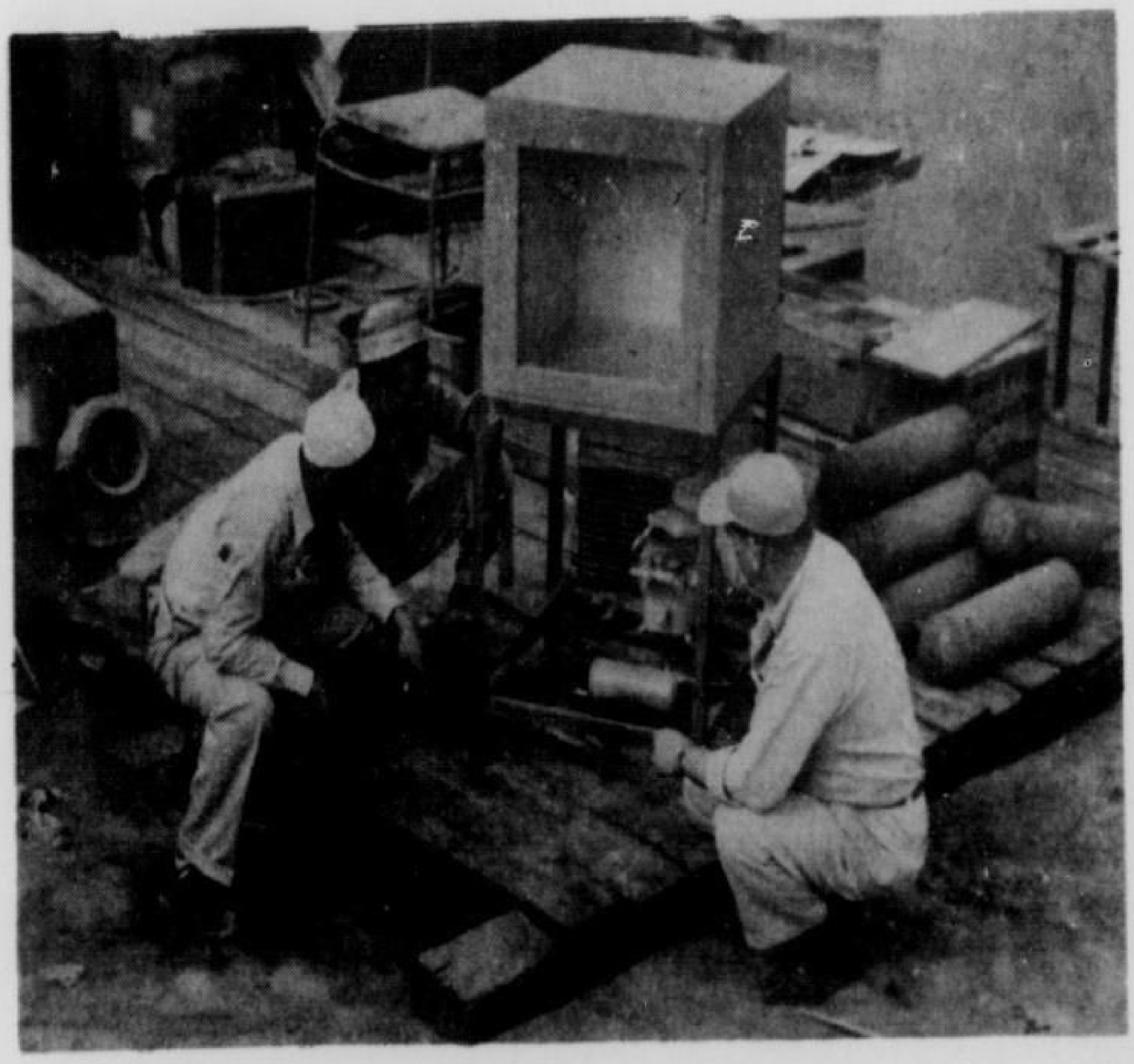


Because of the tremendous amount of traffic handled by each station on the Saudi Government Railroad, the job of Station Agent is an unusually responsible one. The Station Agent's course gives these employees intensive training in the forms and procedures required of Station Agents, with special attention to the interpretation of traffic and tariff regulations.

نظرا لكمية المشحونات الكبيرة التى يتم شحنها وتفريغها فى كل محطة من محطات سكة حديد الحكومة السعودية فان وظيفة وكيل المحطة لمن الوظائف ذات المسؤولية الكبيرة · يعطى لهولاء الطلاب فى صف وكلاء المحطات تدريبا واسعا فى النماذج والاساليب المطلوبه من وكيل المحطة مع الاهتمام الخاص بشرح وتفسير قوانين الحركة ومواد التعرفة ·

One of the newest classes to be added to the curriculum is the Air Conditioning course in which students are taught the basic principles of air conditioning, maintenance and repair of air conditioning equipment. In Saudi Arabia, as in other countries where summer temperatures are high, air conditioning is beginning to be used extensively, and skilled mechanics are needed to maintain this equipment.

واخر صف سيضاف الى المنهج هو صف تكييف الهواء حيث يدرس الطلاب المبادى الاولية لتكييف الهواء ويدربون على تركيب وصيانة واصلاح اجهزة تكييف الهواء · ابتدا استعمال اجهزة تكييف الهواء يعم فى المملكة العربية السعودية وغيرها من البلاد التى ترتفع فيها درجة الحرارة فى الصيف ، وهناك حاجة ماسة الى ميكانيكيين مهرة لادارة والاشراف على هذه الالات ·

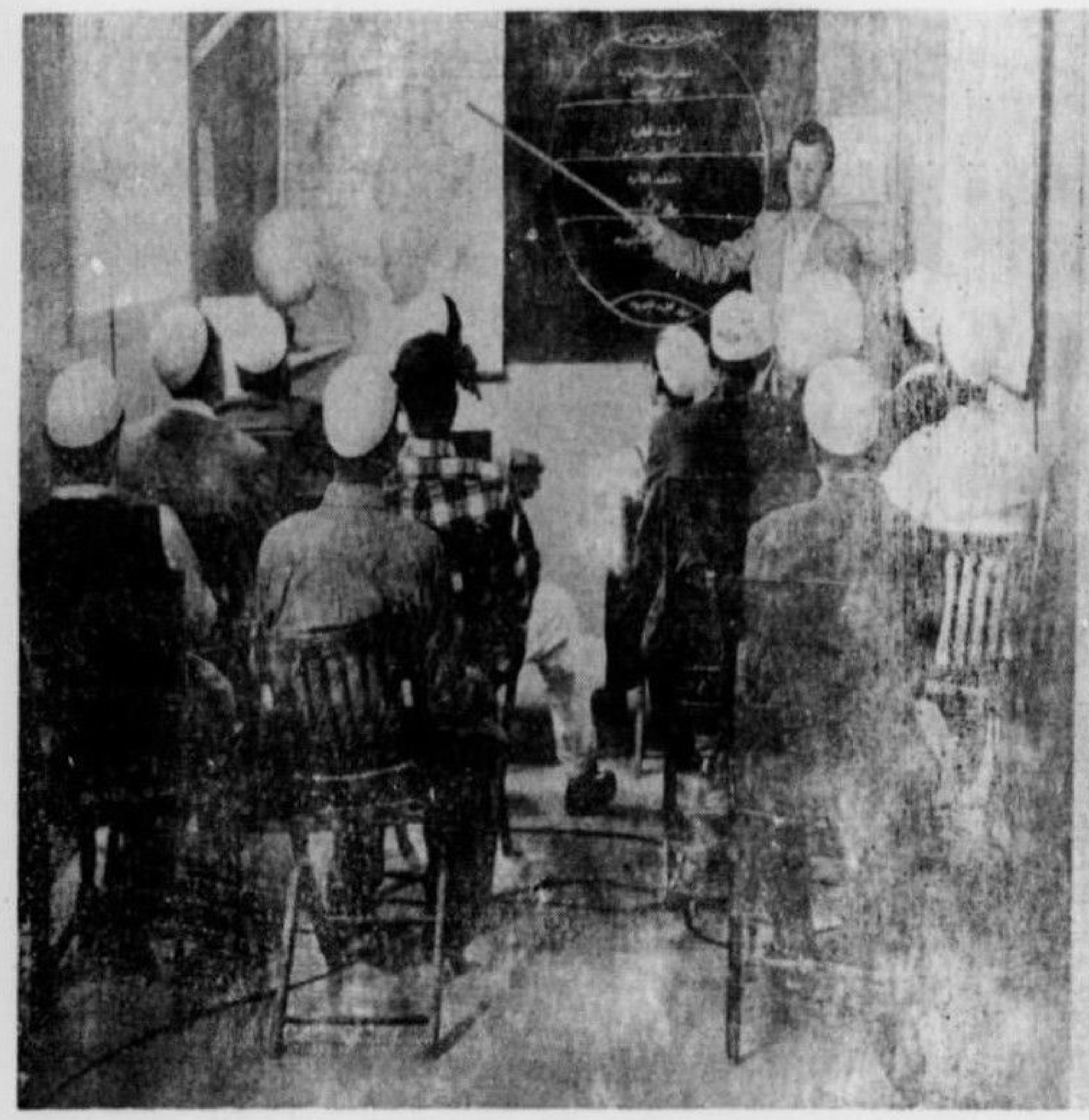


At present, some of the teachers in the School are skilled foreign contract personnel. It is the aim eventually to have **all** Saudi Arab instructors. Along with its training courses in other fields the School has a cadet teacher program whereby students being trained as teachers teach elementary subjects under the direction of senior instructors, at the same time continuing their own education.

ان بعض معلمى المدرسة حاليا من المتعاقدين الاجانب المهرة ، لذا فان المدرسة تهدف الى جعل جميع المدرسين من المواطنين السعوديين • بالاضافة الى الصفوف التى يدرس بها الطلاب العلوم الاخرى فان فى المدرسة برنامجا خاصا لتدريب المدرسين يتسنى لهم بموجبه القيام بتدريس المواضيع الابتدائية تحت اشراف المدرسين ذوى الكفاءات بينما يتابعون تلقى علومهم الاخرى •

Vocational teaching requires both academic knowledge and vocational skill, also patience and understanding in dealing with students. Considering the amount of time he spends at his work in addition to the hours of actual teaching, the teacher's job is a thankless one, and only those who have a sincere interest in training should enter the field.

يتطلب التعليم الصناعى معلومات ثقافية ومهارة صناعية بالاضافة الى الصبر وفهم كيفية معاملة التلاميذ ، ولدى اعتبار كمية الوقت الذى يبذله المعلم فى عمله بالاضافة الى ساعات التعليم الفعلية فوظيفة المعلم وظيفة لا يحسد عليها ، ويجب أن لا يسمح الا لأولئك الذين تتوفر لديهم الرغبة المخلصة للتدريب بالانخراط فى هذا العمل •



The selection of this type personnel requires extensive screening to make certain that the person is adaptable to the demands of a teaching career. In addition to a general academic education, the cadet teachers are given intensive training in their own vocational specialties as well as special teacher training courses.

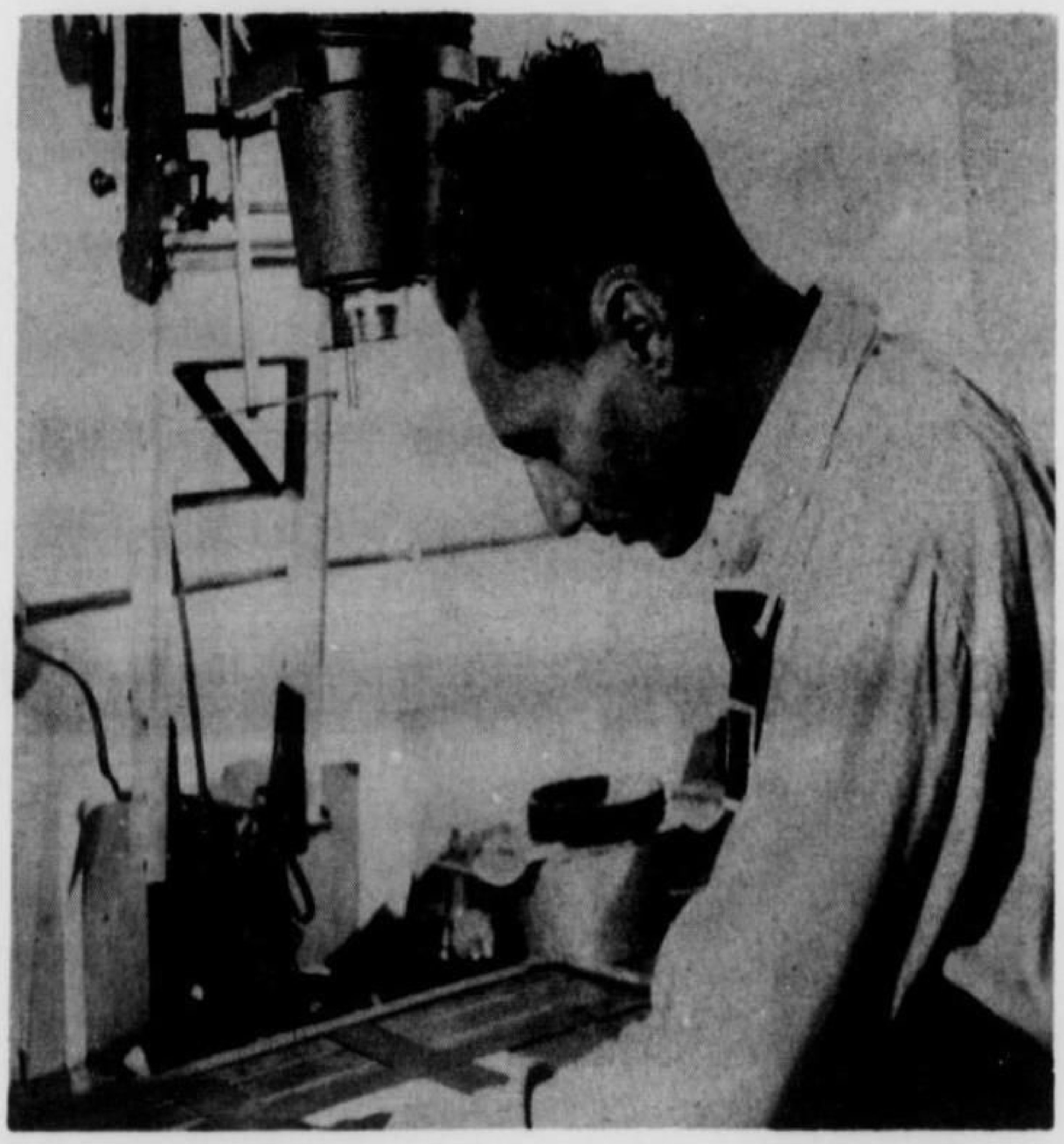
يحتاج اختيار هذا النوع من الموظفين الى فحص دقيق للتاكد بان الشخص يتناسب مع متطلبات مهنة التعليم ، يعطى للمعلمين الذين تحت التدريب بالاضافة الى الدراسة العلمية العامه تدريبا واسعا فى مواضيع اختصاصهم الصناعية مع التدريب الخاص على التعليم •

At the left above some of the cadet teachers are shown in geography class, while in the picture at the right a group of cadets are attending a teacher training course in shop theory.

يظهر فى الصورة اليسرى بعض المعلمين الذين تحت التدريب وهم فى صف الجغرافيا ويظهر بعضهم فى الصورة اليمنى اثناء تدريبهم على تدريس العلوم النظرية فى اعمال المشاغل •

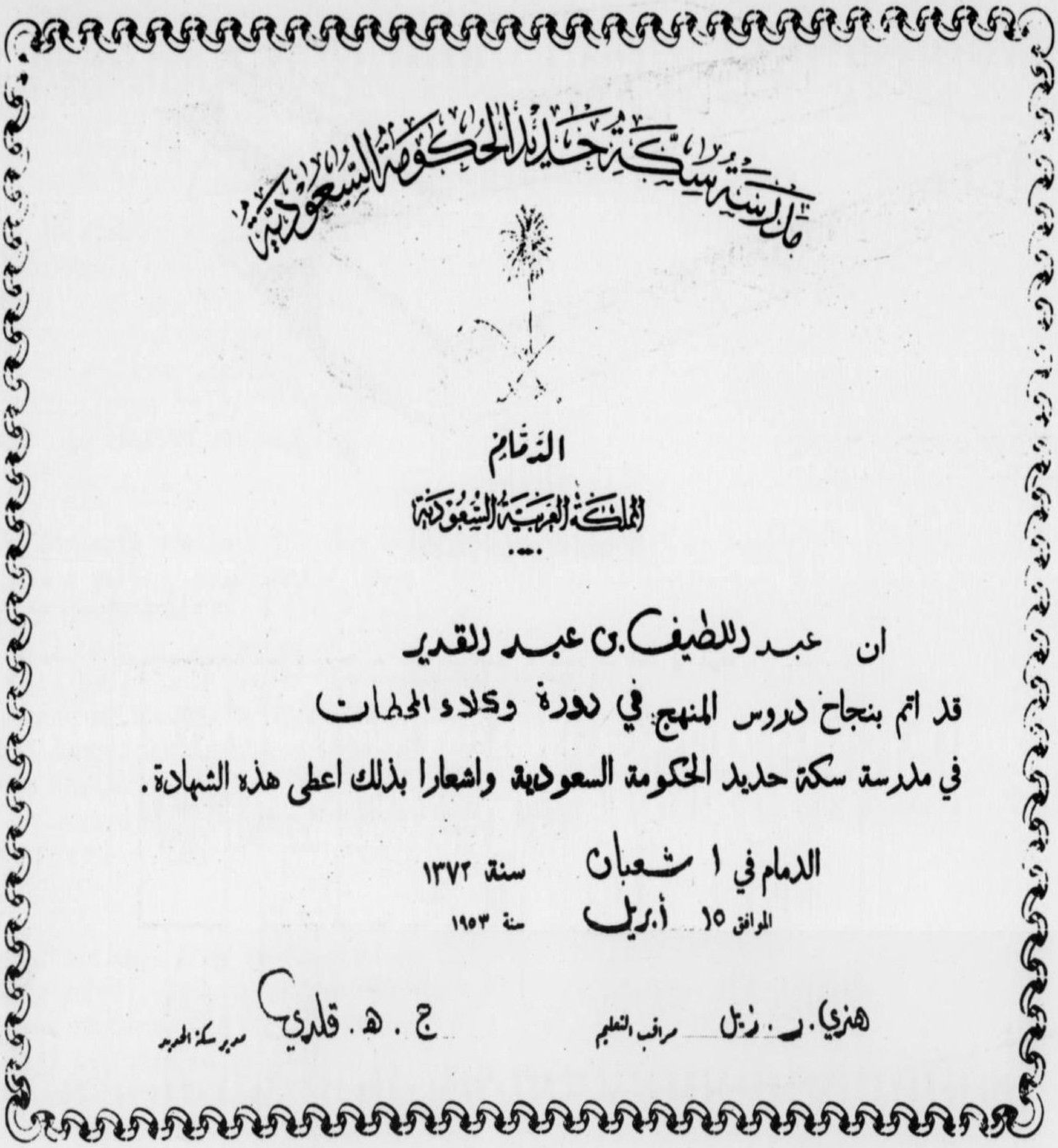
The picture above was taken recently when the School received a large shipment of books from the States. Some of these are much needed textbooks and technical reference books; these make a valuable addition to the School library shown above.

اخذت الصورة العليا عندما تسلمت المدرسة شحنة كبيرة من الكتب من الولايات المتحده . بعض هذه الكتب دراسى له حاجة ماسة وتشكل البقية ثروة ثمينة لمكتبة المدرسة الظاهرة فى الصورة العليا .



The School has its own photographic laboratory, operated by a Saudi Arab photographer, who makes up photographic slides, movies and other visual aids used in teaching. This employee also does photographic work required by other departments of the Railroad. All of the pictures in this booklet were made by the School photographer.

للمدرسة ستوديو تصوير شمسى يديره مصور سعودى يقوم بتصوير الافلام التى تستعمل فى الفانوس السحرى والافلام السينمائية وغيرها من الصور التى تساعد التلاميذ على تفهم دروسهم كما ويقوم هذا المصور باعمال التصوير اللازمة للدوائر الاخرى فى سكة الحديد . وقد قام هذا المصور بتصوير جميع صور هذا الكتيب .



مدرسة سكة حديد الحكومة السعودية

الدمام

المملكة العربية السعودية

ان عبد اللطيف بن عبد القدير

قد اتم بنجاح دروس المنهج في دورة وكلاء المحطات

في مدرسة سكة حديد الحكومة السعودية واشعارا بذلك اعطى هذه الشهادة .

الدمام في ١ شعبان سنة ١٣٧٢

الموافق ١٥ أبريل سنة ١٩٥٣

هنري . ر . زيل مراقب التعليم

ج . هـ . قلدي مدير سكة الحديد

من المتبع فى جميع المعاهد العلمية الراقية منح التلاميذ مستندات تبين الوقت الذى صرفوه فى المدرسة والمواضيع التى اجتازوها • ومدرسة سكة حديد الحكومة السعودية كغيرها من المدارس ، فهى تمنح الشهادة المبينة اعلاه والتى نشعر بانها شيئ نموذجى معترف به • ان من الصعب الحصول على هذه الشهاده ، ونحن نعتز بمنحها فقط للطلاب الذين يستحقونها عن جدارة •

It is universal for well established educational institutions to issue to their students decumentary proof of time spent and courses completed in the institution. The Saudi Government Railroad School is no exception. We offer as our documentary proof the certificate above, which we feel is emblematic. This certificate is difficult to earn, and we take pride in issuing it only to those who really deserve it.

School terms last from two to six months depending on the course. The students rotate between school and work. On the job, as well as in school, their training continues, and it is the work of the School Coordinator, a Saudi Arab, to follow the progress of the student while he is on the job.

This position is one that requires a highly skilled person - not only must the Coordinator have a good knowledge of Arabic and English, but he must have some understanding of all the various jobs on the Railroad, and he must be able to deal tactfully and forcefully with both supervisors and students.

In the picture below the Coordinator is interviewing a trainee and his supervisor, and at the right he is talking to a trainee on the job. Through these personal interviews the Coordinator attempts to find out just what work the trainee is doing. Is he being given an opportunity to use the training he has had in school? Is he being given additional training by his supervisors on the job? Has he any complaints with his job? In general is he making progress or standing still? The Co-ordinator makes a complete record of these visits and submits them to the Superintendent along with his recommendations.

Most of the Saudi Arab employees are eager to learn more and more, but a few do not make advantage of the opportunities that are offered them. Only those who apply themselves and do their best both in their classes and on the job are allowed to return to the School for additional training.

تستغرق الفصول المدرسية من شهرين الى ستة اشهر بالنسبة لمواضيع التدريس ، ينتقل التلاميذ بين المدرسة والعمل ويستمر تدريبهم فى المدرسة وفى اماكن عملهم ، وانه لمن واجبات مامور الارتباط فى المدرسة ، وهو سعودى متابعة تقدم التلميذ وهو فى عمله .

تتطلب هذه الوظيفة شخصا ذو مهارة فائقة ، وليست المؤهلات المفروضة فى مامور الارتباط هى اجادة اللغتين العربية والانجليزية فحسب بل يجب ان تتوفر لديه فكرة اجمالية عن جميع الوظائف المختلفة فى سكة الحديد ، بحسن التصرف وان يكون قوى التاثير على التلاميذ ومراقبى العمل .

يظهر مامور الارتباط فى الصورة اليسرى اثناء محادثته لاحد الطلاب ورئيسه فى العمل وفى الصورة اليمنى اثناء محادثة له مع احد الطلاب فى مكان عمله ، يحاول مامور الارتباط فى هذه المحادثات معرفة العمل الذى يقوم به الطالب ، وهل اعطى الطالب الفرصة لاستغلال التدريب الذى حصل عليه فى المدرسة ؟ وهل قام رئيسه فى العمل بتدريبه ؟ وهل لديه اى شكوى تتعلق بالعمل ؟ وعلى العموم هل يستمر الطالب فى تقدمه ام لا . يسجل مامور الارتباط هذه الزيارات فى سجل يقدمه مصحوبا بتوصياته الى مدير المدرسة .

ان لدى الاكثرية من الموظفين السعوديين رغبة شديدة فى العلم ، وهناك نسبة قليلة منهم لا تحاول الاستفادة من هذه الفرصة ، لذا فلا يسمح بالعودة الى المدرسة الا لاولئك الذين يبذلون جهدهم فى صفوفهم وفى اماكن عملهم .

After the employees have completed their training, some of them will resign, and some will be moved up to higher position. Who is to take their place?

In keeping with the policy of Railroad Management to look ahead and provide for future needs, next September it is planned to start a continuous four year program of employee training to insure that there will always be sufficient skilled personnel to operate the Railroad.

Students admitted for this training must have a primary certificate from any school in Saudi Arabia. Their room and board will be provided by the Railroad, and they will be paid a small monthly subsistance sufficient to take care of their personal needs. It is planned that sixty students should be admitted in September, 1953, and a similar number each year thereafter.

Those employees now working and attending school will continue on the same basis, but as time goes on the number of these will decrease as the number of four year students increases until finally the school will be operating entirely on the four year basis.

In this program the training offered will be more intensive than the present system of alternating between school and job. Those who complete the four year course will have a broader general education as well as a better mastery of their own special skill. This type of program assures the greatest success for Arabia and the Arabs.

At the completion of the four year course, most of these students will be absorbed into the Railroad organization, while some of the outstanding ones may wish to continue their education in advanced schools such as the University of Beirut or colleges in Europe or the U. S. A.

بعد ان يتم الموظفون تدريبهم فسيستقيل بعضهم من الخدمة ، ويرقى البعض الى مراكز عاليه ، فمن يحل محلهم ؟

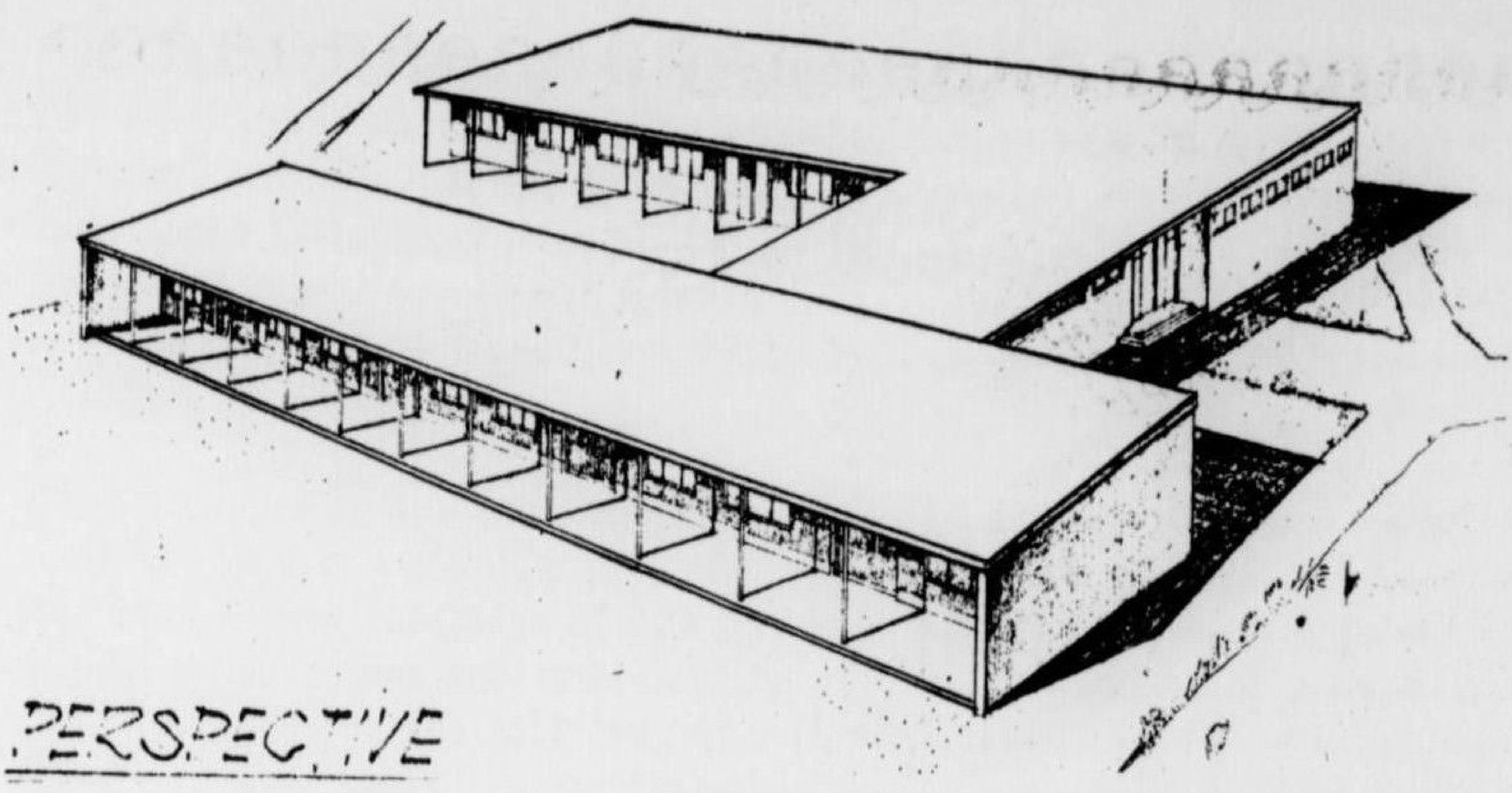
تمشيا مع سياسة الادارة العامة لسكة الحديد المبنية على بعد النظر والاستعداد لتامين حاجات المستقبل ، فقد تقرر بدء منهاج لتدريب الموظفين فى اوائل سبتمبر القادم مدته اربع سنوات مستمرة لتامين وجود العدد الكافى من الموظفين الفنيين اللازمين لادارة سكة الحديد .

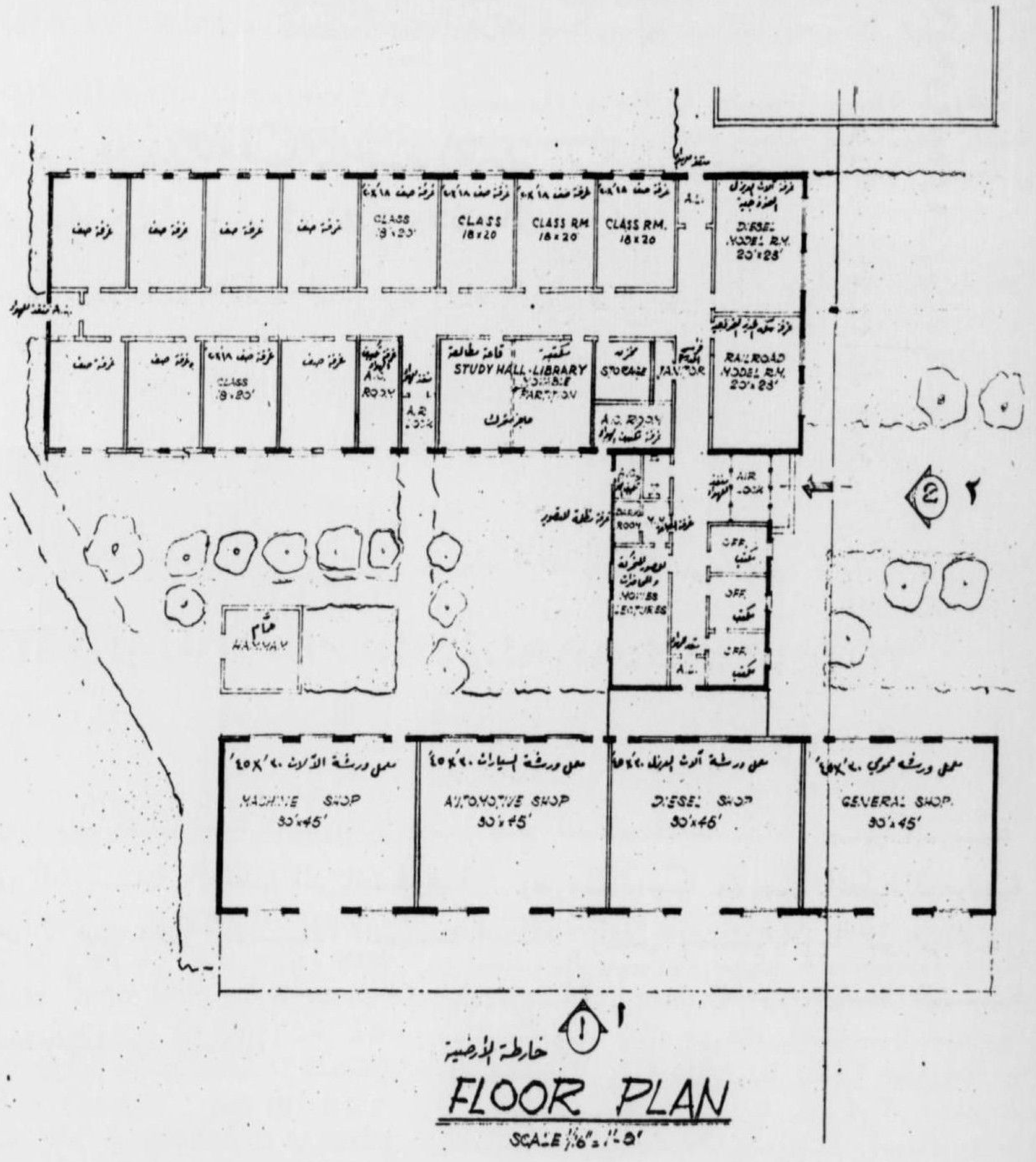
سيقبل فى هذا الصف الطلاب الذين يحملون شهادة الدراسة الابتدائية من اى مدرسة فى المملكة العربية السعودية . ستومن لهم سكة الحديد الغذاء والمسكن وسيدفع لهم مخصصات شهرية تكفى لتامين احتياجاتهم . من المنوى قبول ٦٠ طالبا فى شهر سبتمبر ١٩٥٣ وعددا مماثلا فى كل سنة مقبلة .

واما التلاميذ الذين يعملون ويتلقون علومهم حاليا فسيستمرون على نفس النمط ولكن وبمضى الوقت فسيقلل عددهم بينما يزداد عدد الطلاب فى منهج الاربع سنوات الى ان يصبح عمل المدرسة مقصورا فى النهاية على منهج السنوات الاربع .

سيكون التدريب الذى سيعطى فى هذا المنهج اكثر اتساعا من التدريب المعطى حاليا والمبنى على انتقال الطالب بين العمل والمدرسة وسيكون لدى الطلاب الذين ينهون منهج السنوات الاربع تعليما عاما اوسع فضلا عن اتقان اكثر للاعمال التى تخصصوا بها . يومن هذا النوع من التدريس اكبر نجاح ممكن للمملكة العربية السعودية وللسعوديين انفسهم .

عند انتهاء منهج الاربع سنوات فسيعمل معظم هولاء الطلاب فى خدمة سكة الحديد بينما سيرغب بعض المبرزين منهم اكمال تعليمهم فى المدارس العالية كالجامعة الاميركية فى بيروت او غيرها من الجامعات فى اوروبا واميركا .





يبين الشكل العلوى البناية المقترحة للمدرسة وهى بناية صحيحة الاضائة والتهوئة وتحتوى على امكنة متسعة لغرف الصفوف والورش ، وتبين الخريطة الكبيرة التفصيلات الاجمالية للورش والصفوف ٠

سيبنى خلال هذا العام ورشتين الاولى للديزل والثانية ورشة عامة ، ومن المؤمل تامين الاعتمادات المالية بسرعة لاتمام جميع البناية نظرا للحاجة الماسة لجميع تلك البناية اللازمة لنجاح المدرسة ٠

The sketch at the upper left shows the proposed new school building, a properly lighted and ventilated structure providing ample space for classrooms and shops. Details of classroom and shop layout are shown in the large drawing.

Two of the shops, the diesel shop and general shop are to be built this year, and it is hoped that funds will soon be made available for the completion of the entire building, as all of the space is urgently needed if the School is to progress.

THE FLUOR CORPORATION LTD.
CONSTRUCTORS AND ENGINEERS
GENERAL OFFICES AND WORKS
LOS ANGELES
22

BE SURE WITH FLUOR
SINCE 1890

P. O. ADDRESS
BOX 7030
EAST L. A. BRANCH

May 12, 1953

Mr. John A. Dunaway,
Acting U.S. Director
Technical Cooperation Administration
c/o The American Embassy
Jidda, Saudi Arabia

Subject: ARCHITECT-ENGINEER
QUALIFICATIONS AND SERVICES
THE FLUOR CORPORATION, LTD.

Dear Mr. Dunaway:

As a leading architectural-engineering and construction organization for over half a century, The Fluor Corporation is vitally interested in placing at the disposal of your office our Research, Development, and Architect-Engineer Services and Facilities. We sincerely believe that the diversified experience and capacity of our management staff with over sixty years of accumulated knowledge in architectural-engineering design combined with Fluor's many years of experience in foreign work has given us the proper perspective to efficiently serve you.

During the past sixty years of active participation in the engineering and construction industry, The Fluor Corporation has gained broad experience in the design and erection of a vast number of complex and varied installations for the chemical, industrial, petroleum, petro-chemical, oil, gas power and allied industries. We have also undertaken considerable work for the U. S. Atomic Energy Commission and the Department of Defense. In this respect we refer you to Exhibit B which briefly describes the Atomic Energy Commission and Military assignments performed by The Fluor Corporation.

The Fluor Corporation maintains offices in twelve leading United States cities; completely integrated engineering and project management groups in both Los Angeles and Houston, Texas; research facilities and pilot plants for the investigation of specific problems and a permanent construction organization with broad accumulated experience in the construction of many diversified plants and facilities.

FOREIGN OFFICES:

1. Head-Wrightson Processes, Ltd. (Fluor Associate)
   London, England

2. Middle-East Fluor, S. A. (Wholly-owned subsidiary)
   Abqaiq, Saudi Arabia

3. Fluor International (Wholly-owned subsidiary)
   Beirut, Lebanon

4. F.A.C.T.S.-Fluor (Affiliate Company)
   Paris, France

5. Fluor of Canada (Wholly-owned subsidiary)
   Toronto, Ontario, Canada

RESEARCH AND DEVELOPMENT SERVICES

Fluid Mechanics
Acoustics
Electrical Analogy Theory and Application
Meterology
Chemical Engineering

Thermodynamics
Heat Transfer
Mass Transfer
Chemistry
Electronics
Instrumentation

Pilot Plant Operations

ENGINEERING SERVICES

Architectural Design
Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering
Heat Exchanger Design

Petroleum Engineering
Structural Engineering
Cost Estimating
Design of Process Equipment
Pressure Vessel Design

In addition to the above, we offer complete drafting services, through our drafting group of over 500 experienced draftsmen, to prepare any form of drawings, graphs and tables which may be required.

QUALIFICATIONS OF ENGINEERING PERSONNEL

Fluor's Engineering Division is permanently staffed with over 800 architectural, chemical, civil, electrical, hydraulic, instrument and mechanical engineers and draftsmen. By virtue of our many years of design experience, we have developed a well-balanced and thoroughly integrated architectural-engineering group that we sincerely believe to be equal to the best in the industry. Headquartered in Los Angeles and Houston, Texas in modern buildings designed specifically for the expeditious handling of a large variety of engineering services, the broad and diversified experience of these groups embrace all types of projects-- from the smallest unit to the largest--in the natural gas, petroleum, petro-chemical, industrial, chemical and power fields. A recent survey of the qualifications of our technical personnel brought to light the highly interesting fact that Fluor's Engineering Division has a total background of technical experience in excess of 8500 years.

QUALIFICATIONS TO PERFORM WORK OUTSIDE THE CONTINENTAL UNITED STATES

Fluor Corporation is well qualified to perform engineering and construction assignments outside the United States. We have been actively engaged in engineering and construction work in Saudi Arabia for the past five years covering the design and construction of major facilities for the Arabian American Oil Company. Our operations at this point are handled by our headquarters at Abqaiq, Saudi Arabia. Master planning for this project embraced facilities in excess of $120,000,000 broken down as follows:

a)	Power Plant	$20,000,000
b)	Crude Stabilizer	20,000,000
c)	Power Plant Extension	15,000,000
d)	Gasoline Plant (100,000 hp)	40,000,000
e)	Sulfur Plant (600 tons/day)	6,000,000
f)	Power Line--Abqaiq to Ras Tanura	5,000,000
g)	Extension to Ras Tanura Electric Generating Facilities	2,125,000
h)	Abqaiq Station on Trans-Arabian Pipeline	2,080,000
i)	Trap settings and gathering lines for gas and oil produced in the Abqaiq Field	10,000,000
	Total	$120,205,000

We wish to point out that a wholly-owned subsidiary, Fluor International, has recently been formed and headquarters for this firm have been established in Beirut, Lebanon. Fluor International is handling all work in the Middle-East with the exception of the Aramco assignments.

Fluor is also performing the master planning, architect-engineering, procurement, management and construction of a large project for the United States Corps of Engineers in this area.

We have recently completed a Refinery Modernization Program, a Lube Oil Blending and Grease Plant, a Natural Gasoline Plant and a Sulfur Recovery Plant in Canada. At the present time, we have under active contract two large refinery expansion programs in Canada.

Fluor is also performing site planning, master planning and final design work for the United States Corps of Engineers in Alaska. The construction costs of these Alaskan projects is in excess of $70,000,000.

Fluor is now performing the engineering and construction of a Gasoline Plant, Crude Stabilizer and Topping Unit for the Colombian Petroleum Company at Tibu, Colombia, South America.

At the present time Fluor is also undertaking the construction of a large housing project for the Virgin Islands Housing Authority at St. Croix, V. I.

In order to increase the effectiveness and efficiency of Fluor Corporation's operations in the European area Fluor, in 1952, organized a French affiliate company entitled F.A.C.T.S.-Fluor, with headquarters in Paris, France. F.A.C.T.S.-Fluor has established modern, well-equipped architectural-engineering offices at 83 Rue la Boetie, Paris, France, which provide engineering offices, accounting offices, drafting rooms, blueprint facilities and supply and storage space. The Paris offices are staffed by a permanent complement of capable and experienced French and American engineers qualified to perform design services of unlimited scope in all fields of engineering and architecture. With recourse to the architect-engineer and research talent of the entire Fluor Organization, F.A.C.T.S.-Fluor combines the operational economy of a small firm with the facilities, experience and financial resources of a major company.

TYPES OF WORK WHICH FLUOR IS IN A POSITION TO UNDERTAKE

1. Site Studies and Master Planning
2. Architect-engineering
3. Procurement and Management
4. Construction
5. Research and Development

The above may be more fully defined:

a. Design and construction of atomic reactors
b. Design and construction of ordnance production facilities
c. Design and construction of guided missile installations and facilities
d. Design and construction of power and steam plants
e. Design and construction of high-temperature hot water heating systems
f. Design and construction of water treating plants and facilities
g. Design and construction of chemical plants (fuming nitric acid installations)
h. Design and construction of petroleum storage and handling facilities
i. Design and construction of petroleum refineries and gasoline plants
j. Design and construction of research and development laboratories
k. Design and construction of high altitude engine test facilities - ducting circuits
l. Design and construction of air transport station facilities
m. Design and construction of large commercial and industrial buildings
n. All types of control buildings and structures with complete instrumentation facilities
o. Design and construction of docks, piers and roads
p. Installation of complex piping systems and related items of minor equipment
q. Installation of heavy mechanical and electrical equipment
r. Installation of mechanical building service systems
s. Installation of salt water flushing systems, fresh water supply systems, treating plants, etc.

FACILITIES AND SERVICES AVAILABLE TO FLUOR'S CLIENTS

The following facilities and services are also available to Fluor's clients:

1. The Fluor Corporation maintains a very efficient Research and Development Laboratory with professionally trained personnel and complete facilities for the investigation of problems related to the basic sciences such as physics, chemistry, mathematics and allied fields of engineering--specifically chemical, mechanical, electronic, electrical, acoustical and so forth.

2. We maintain a pilot plant and facilities for testing various gases for determination of product quality, yields and operating conditions. A study has been made of operation, safety and maintenance; and contingent with the pilot plant facilities, we have maintained an engineering and service group for consultation on the design, construction and operation of various plants.

3. We have in our organization experienced operating engineers fully capable and available for initial start-up of plants and the training of clients' personnel in such operations.

4. The Fluor Corporation manufactures cooling towers, fin-fans, mufflers, pulsation dampeners, scrubbers and prefabricated piping; and maintains an engineering organization available for consultation on problems related to any of the products furnished by them.

5. To supplement our Los Angeles facilities, we have a modern plant for the fabrication of light structural steel and plate and prefabricated pipe shop facilities located in the Mid-Continent at Paola, Kansas. These facilities may be used advantageously for special pipe manifold work or for special structural steel assemblies of various types or shapes.

6. In addition to the services listed above, we wish to offer our broad experience in the field of "outside battery limits" work. In these instances, Fluor accomplishes the design, engineering, site preparation and complete construction of all utilities and piping systems serving the "main battery."

We have endeavored in this brochure to set before you segments of our organization and facilities which we believe will be of interest to you. We wish to emphasize, however, that our company is flexible and sufficiently large to make available to you both men and facilities to competently finalize architect-engineer assignments regardless of size or complexity. We shall be pleased to discuss with you in detail, at your convenience, our particular qualifications for undertaking specific projects.

Yours very truly,

The FLUOR CORPORATION, Ltd.

H. J. Gearin

H. J. Gearin, Manager
Government Sales Division

WFM:MR

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MILLERS FALLS
OLD DEERFIELD BOND

EXHIBIT A

ARCHITECT-ENGINEER QUESTIONNAIRE

DATE: January 31, 1953

1 a. FIRM NAME: The Fluor Corporation, Ltd.

ESTABLISHED: 1890

b. FORMER FIRM: The Fluor Construction Co.

2. a. BUSINESS ADDRESS:
2500 South Atlantic Blvd.
Los Angeles 22, California

b. TELEPHONE: ANgelus - 2-6111

3. ☐ Individual ☐ Partnership ☒ Corporation ☐ Joint Venture

4. PRINCIPALS OF FIRM (OFFICERS):

D. W. Darnell - Chairman of the Board
J. S. Fluor - President
J. R. Fluor - Executive Vice-President
M. A. Ellsworth - Vice-President, Director of Sales
F. E. Fischer - Secretary-Treasurer
R. L. Merrick - Vice-President, Engineering Division

5. ASSOCIATE MEMBERS OF FIRM (NAMES):

None

6. KEY PERSONNEL

a. ARCHITECTS:

G. W. Meyers (Mgr. of Lands & Buildings)
I. L. Adamovitch
T. V. Anthony
R. E. Ashton
G. Clar
L. E. Curtis
K. S. Hendrickson
J. Hollingsworth
K. Householder
V. H. Jacobs
O. L. Kelly
P. Lawless
R. B. Lindquist
V. J. Newman
R. L. Nolan, Sr.
R. Paramore
A. H. Post
G. C. Schneider
V. C. Tree

NOTE: A recent survey made by Fluor Management of the technical qualifications of our personnel brought to light the interesting fact that we have within our organization 189 people who have a total experience in architectural work in excess of 750 years.

b. STRUCTURAL ENGINEERS:

Norman Barsch
R. G. Beer
B. A. Bushueff
G. E. Carroll
A. H. Cohan
E. C. Davis
R. R. Desmond
L. D. Eshelman
L. Holdeman
F. R. Hopkins
L. Miller
V. A. Miller
Noel Owen, Jr.
E. E. Van Brocklin
K. Wilke
Wm. E. Wilbur
Z. E. Zheffner

NOTE: A recent survey made by Fluor Management of the technical qualifications of our personnel brought to light the interesting fact that we have within our organization 275 people who have a total experience in structural work in excess of 1000 years.

c. HEATING AND VENTILATING ENGINEERS:

R. A. Baird
R. B. Bartlett
T. A. Ehrisman
N. Laushkin
D. Levy
R. J. McCann
A. H. Morrisson
M. C. Nelson
H. S. Samon
F. M. Stephens

d. & e. PLUMBING AND SANITARY ENGINEERS:

J. R. Call
W. A. Dresser
H. L. Lay
H. L. Sebelia
C. A. Simmon
W. A. Weiss

f. ELECTRICAL ENGINEERS:

E. A. Agnew
H. W. Benneche
W. J. Bliss
S. Y. Blue
H. D. Bronson
M. W. Cutter
A. H. Granneman
R. T. Hay
J. Hill
C. Hillegass
H. F. Hincks
C. M. Hoag
W. E. Holmberg
H. L. Iverson
H. Landstrom
H. Peteman
H. Soliday
F. T. Sparks
M. Timko
H. L. Unland
A. V. Vieweg
P. A. Wendell

In addition to the above engineers, Fluor now has on its engineering staff eight young engineers, with experience ranging from six months to five years, all of whom have received degrees in electrical engineering. We would also like to point out that in Fluor's Electrical Engineering Drafting Group there are twenty-five men who have degrees in engineering.

6. KEY PERSONNEL -- (CONTINUED)

g_1. OTHER ENGINEERS (INDICATE SPECIALTY):

O. H. Hedrich - Steam Power Plants

J. W. Menzies - Steam Power Plants

g_2. PROJECT ENGINEERS -- 120

The Project Engineering Group is composed primarily of mechanical engineers.

g_3. PROCESS ENGINEERS -- 30

The Process Department is composed primarily of chemical engineers.

g_4. HYDRAULICS AND CONTROLS ENGINEERS -- 19

This group is composed of chemical, electrical and mechanical engineers.

g_5. RESEARCH AND DEVELOPMENT ENGINEERS -- 25

This department is composed mainly of chemical engineers and physicists.

h. SITE PLANNERS -- 30

i. DRAFTSMEN -- 570

j. SPECIFICATION WRITERS -- This function is performed by our Project Engr. Group.

k. ESTIMATORS -- 15. Additional estimating personnel are available as required from the Engineering Department.

l. INSPECTORS — 26

m. SURVEYORS — 50

n. CLERICAL — 70

TOTAL — 1031
(Key Personnel)

7. MAXIMUM STAFF AT ANY ONE TIME: 1250, YEAR: 1952
Includes Accounting and Purchasing Personnel.

8. REGISTRATION OF PRINCIPALS

a. ARCHITECTS:

None

b. ENGINEERS:

D. W. Darnell	Mechanical Engineer	State of California
R. L. Merrick	Mechanical Engineer	State of California

NOTE: 193 of our key engineering personnel are also registered in various states. Please refer to "Qualifications of Fluor Personnel" for experience resumes of these key personnel.

9. CONSULTANTS AND ASSOCIATES USUALLY EMPLOYED (OUTSIDE OF FIRM)

a. ARCHITECTS:

None

b. STRUCTURAL ENGINEERS:

None

c. HEATING AND VENTILATING ENGINEERS:

None

d.& e. PLUMBING AND SANITARY ENGINEERS:

None

f. ELECTRICAL ENGINEERS:

None

g. LANDSCAPE ARCHITECTS:

None

h. OTHER CONSULTANT AFFILIATIONS:

Universal Oil Products Chicago, Illinois (Refinery Processes)	Head Wrightson Processes London, England (Refinery Processes)	Ira Bechtold Los Angeles, Calif. (Waste Disposal)

10. LIST TYPES OF WORK YOUR FIRM IS PARTICULARLY QUALIFIED TO PERFORM, BY VIRTURE OF EXPERIENCE AND TRAINING OF MEMBERS AND ASSOCIATES, IN ORDER OF PRECEDENCE, SUCH AS: INDUSTRIAL PLANTS, HOSPITALS, OFFICE BUILDINGS, LABORATORIES, BRIDGES, PIERS, DOCKS, ROADS, AIRFIELDS, SEWAGE AND WASTE DISPOSAL, WATER SUPPLY, POWER AND HEATING PLANTS, ETC.

1. Site Studies and Master Planning
2. Architect-engineering
3. Procurement and Management
4. Construction
5. Research and Development

THE ABOVE MAY BE MORE FULLY DEFINED:

a. Design and construction of atomic reactors
b. Design and construction of guided missile installations and facilities
c. Design and construction of high altitude engine test facilities - ducting circuits
d. Design and construction of air transport station facilities
e. Design and construction of power and steam plants
f. Design and construction of chemical plants (fuming nitric acid installations)
g. Design and construction of petroleum refineries and gasoline plants
h. Design and construction of petroleum storage and handling facilities
i. Design and construction of ordnance production facilities
j. Design and construction of high-temperature hot water heating systems
k. Design and construction of water treating plants and facilities
l. Design and construction of research and development laboratories
m. All types of control buildings and structures with complete instrumentation facilities
n. Design and construction of docks, piers and roads
o. Installation of complex piping systems and related items of minor equipment
p. Installation of heavy mechanical and electrical equipment
q. Installation of mechanical building service
r. Installation of salt water flushing systems, fresh water supply systems, treating plants, etc.

11. PERSONAL HISTORY STATEMENT OF PRINCIPALS OR ASSOCIATES (FURNISH COMPLETE DATA BUT KEEP TO ESSENTIALS):

Please refer to the exhibit in the brochure entitled "Qualifications of Fluor Personnel" for education and experience records of principals and key personnel.

12. COMPLETED WORK ON WHICH YOU WERE ARCHITECT OR ENGINEER OF RECORD:

Please refer to Exhibit I, "Engineering and Construction Record for Past Five Years".

13. PRESENT ACTIVITIES ON WHICH YOU ARE ARCHITECT OR ENGINEER OF RECORD:

Please refer to Exhibit II, "Current Committments".

14. PRESENT ACTIVITIES ON WHICH YOU ARE ASSOCIATED WITH OTHERS:

Housing project for Virgin Islands Housing & Redevelopment Authority at St.Croix, Virgin Is.
Co-venture with Republic Maintenance & Construction Co.

15. COMPLETED WORK ON WHICH YOU WERE ASSOCIATED WITH OTHER FIRMS:

None

16. a. I/we wish to be placed on the list of firms desiring to perform design and to supervise construction of projects under supervision of your major command.

b. I/we will from time to time, when significant changes occur in our organization or in the information furnished above, forward such revised data to be incorporated in this statement to keep the record current.

c. As of this date, January , 31 , 1953 , the foregoing is a true statement of facts.
MONTH DAY YEAR

NAME OF FIRM OR INDIVIDUAL The FLUOR CORPORATION, Ltd.	TITLE OF AUTHORIZED MEMBER OF FIRM Manager, Industrial & Government Sales	SIGNATURE H. J. Gearin

H. J. Gearin

EXHIBIT I

ENGINEERING AND CONSTRUCTION RECORD FOR PAST FIVE YEARS

(Unless otherwise indicated Fluor performed the construction as well as being Architect or Engineer of Record.)

COMPLETED WORK ON WHICH YOU WERE ARCHITECT OR ENGINEER OF RECORD

NAME OF PROJECT	LOCATION	OWNER	EST. COST	YEAR	CONSTRUCTED (Yes or No)
Soda Ash and Borax Plant	Trona, California	American Potash & Chemical Co.	$5,500,000	1948	Yes
Pryobor Borax-Glass Storage & Loading Plant & Installation of Dry Granular Borax Feeders	Trona, California	American Potash & Chemical Co.	$3,336,000	1948	Yes
Two 10,000 KW Electric Generating Units and Auxiliaries	Abqaiq, Saudi Arabia	Arabian-American Oil Co.	$10,000,000	1948-1949	Yes
One 10,000 KW Electric Generating Plant	Ras Tanura, Saudi Arabia	Arabian-American Oil Co.	$4,100,000	1948-1951	Yes
330,000 BBl/D Oil Stabilizer Plant	Saudi Arabia	Arabian-American Oil Co.	$4,500,000	1948-1949	Yes
66,000 Volt Transmission Line	Abqaiq, Dhahran, Saudi Arabia	Arabian-American Oil Co.	$1,000,000	1948-1949	Yes
Gas Injection Project	Saudi Arabia	Arabian-American Oil Co.	$10,000,000	1951	To Be Constructed
Addition to Electric Generating Plant	Abqaiq, Saudi Arabia	Arabian-American Oil Co.	$4,000,000	1951	To Be Constructed
Air Missile Test Facilities	Point Mugu, Calif. California	Bureau of Yards & Docks, U.S. Navy	$7,500,000	1952	Yes*
Fleet Air Defense Training Facilities	Point Loma, California	Bureau of Yards & Docks, U.S. Navy	$1,500,000	1952	Yes*
100,000 KW Steam-Electric Power Plant	San Bernardino, California	California Electric Power Co.	$12,500,000	1951-1952	Yes
Lube Blending & Grease Compounding Facilities	Montreal, Canada	Canadian Oil Co.	$2,000,000	1950	Yes
Central Heating & Power Plant	Eielson Air Force Base, Alaska	Corps of Engineers U.S. Army	$10,400,000	1950-1952	Yes*
Refinery Expansion Program	Wichita, Kansas	Derby Oil Co.	$2,000,000	1950	Yes
H_2S Gas Treating Plant	San Juan, New Mexico	El Paso Natural Gas Co.	$300,000 (Engr. & Equipment Cost Only)	1950	Yes*

EXHIBIT I - (Continued)

NAME OF PROJECT	LOCATION	OWNER	EST. COST	YEAR	CONSTRUCTED (Yes or No)
H_2S Gas Treating Plant & Solid Bed Dehydration Facilities	Jal, New Mexico	El Paso Natural Gas Co.	$300,000 (Engr. & Equipment Cost Only)	1951	Yes*
Eight Glycol-Amine Gas Treating Plants	Eunice, Jal, New Mexico; Fullerton, Goldsmith, Wasson, & Sealy Smith, Texas	El Paso Natural Gas Co.	$3,000,000	1946-1950	Yes*
Natural Gasoline Plant	Jal, New Mexico	El Paso Natural Gas Co.	$1,600,000	1951	Yes*
Compressor Station	Denniston, Pa.	Equitable Gas Co.	$1,000,000	1950	Yes
Crude Desalter Units	Bayway, New Jersey	Esso Standard Oil Co.	$350,000	1950	Yes
Syntrol Catalyst Manufacturing Plant	Vernon, California	Filtrol Corporation	$1,200,000	1947	Yes
Atomic Energy Project	Hanford, Washington	General Electric Co.	$200,000 (Engr. Only)	1950	Yes*
Ammonium Sulfate Plant	Torrance, Calif.	General Petroleum Corp.	$250,000	1950	Yes
Fresh Citrus Fruit Processing Plant	Fullerton, Calif.	Golden Citrus Juices, Inc.	$1,000,000	1950	Yes
Gasoline Plant	Chico Field, Texas	Humble Oil & Refining Co.	$1,600,000	1949	Yes
Sulfur Plant Extension	McKamie, Arkansas	Mathieson Chemical Corp.	$230,000	1950	Yes
Refinery Expansion Program	Okmulgee, Oklahoma	Phillips Oil Co.	$3,000,000	1951	Yes
Refinery Expansion Program	Woods Cross, Utah	Phillips Petroleum Co.	$6,000,000	1952	Yes
Carbon Dioxide Plant	Berkeley, Calif.	Pure Carbonic Co.	$750,000	1947	Yes
Amine Plant For CO_2	Berkeley, Calif.	Pure Carbonic Co.	$250,000	1947	Yes
Pressure Maintenance Plant	Coles Levee, Calif.	Richfield Oil Corp.	$2,000,000	1947	Yes
Gas Absorption & Treating Plant	Cuyama Valley, California	Richfield Oil Corp.	$2,600,000	1949	Yes
Gas Absorption & Pressure Maintenance Plant	South Cuyama, California	Richfield Oil Corp.	$4,500,000	1949-1950	Yes
Additions to two Natural Gasoline Plants	Cuyama Valley, California	Richfield Oil Corp.	$900,000	1951	Yes
Additions to Pressure Maintenance Plant	No. Coles Levee, California	Richfield Oil Corp.	$950,000	1951	Yes
Sulfur Recovery Plant	Sheerin, Texas	Shamrock Oil & Gas Co.	$200,000	1950	Yes
Steam-Electric Power Plant	Houston, Texas	Shell Oil Co.	$5,000,000	1944-1948	Yes

EXHIBIT I - (Continued)

NAME OF PROJECT	LOCATION	OWNER	EST. COST	YEAR	CONSTRUCTED (Yes or No)
Wax Finishing Unit	Houston, Texas	Shell Oil Co.	$1,400,000	1948-1949	Yes
Offsite Facilities for Catalytic Cracking Unit	Houston, Texas	Shell Oil Co.	$4,500,000	1947	Yes
Two Polymerization Units	Montreal, Canada	Shell Oil Co.	$5,000,000	1949-1950	Yes
Natural Gasoline Plant	Provident City, Texas	Shell Oil Co.	$1,800,000	1949	Yes
Alterations & Additions to Gasoline Plant	Denver City, Texas	Shell Oil Co.	$3,500,000	1948	Yes
Gas Treating, Dehydration & Gasoline Plant	Alberta, Canada	Shell Oil Co. of Canada	$1,000,000	1951	Yes
30,000 Bbl/D Crude Oil Unit	Houston, Texas	Sinclair Refining Company	$2,250,000	1948	Yes
Lube Oil, Blending, Packaging and Case Plant	Houston, Texas	Sinclair Refining Company	$2,200,000	1948	Yes
Refinery Modernization Program	Augusta, Kansas	Socony-Vacuum Oil Co.	$2,000,000	1950	Yes
Refinery Expansion Program	El Segundo, California	Standard Oil Co of California	$5,000,000	1952	Yes
Treating & Sulfur Recovery Plant	Whiting, Indiana Indiana	Standard Oil Co. of Indiana	$800,000	1952	Yes
Complete 22,000 Bbl/D Refinery	Billings, Montana	Standard Oil Co. of New Jersey	$15,000,000	1947-1949	Yes
Natural Gasoline Plant	Scurry County, Texas	Sunray Oil Co.	$4,000,000	1950	Yes
Compressor Stations	Louisiana	Texas Gas Transmission Corp.	$250,000	1950	Yes
Duo Sol Unit	Oleum, California	Union Oil Co.	$850,000	1948-1949	Yes
Crude Distillation Facilities	Wilmington, Calif.	Union Oil Co.	$9,500,000	1952	Yes
Compressor Station & Dehydration Unit	Coco, West Virginia	United Fuel Gas Co.	$1,400,000	1950	Yes
Compressor Station	Hurricane, West Virginia	United Fuel Gas Co.	$500,000	1952	Yes

**Indicates construction was not performed by Fluor.*

EXHIBIT II

CURRENT COMMITTMENTS

PRESENT ACTIVITIES ON WHICH YOU ARE ARCHITECT OR ENGINEER OF RECORD

A. CURRENT MILITARY AND ATOMIC ENERGY COMMISSION A-E CONTRACTS
INDUSTRIAL AND GOVERNMENT PROJECTS DIVISION

Number of Projects 8 Estimated Construction Cost $131,025,000

PROJECT	LOCATION	OWNER	ESTIMATED CONST. COST	% OF COMPLETION	
				DESIGN	FIELD SUPV.
A-E Services for Design of Explosive Processing & Assembly Plant	Spoon River, Illinois	AEC, Santa Fe Operations Office	$29,000,000	10%	--
A-E Services for Design of Production Reactor	National Reactor Test Station, Idaho	AEC, Idaho Operations Office	To Be Determined	25% Present Authorized Work	--
A-E Services for Guided Missile Test & Conditioning Facility	Seal Beach, Calif.	Bureau of Yards & Docks, U.S. Navy	$725,000	60%	
A-E-M-C Services for Air Base Facilities	Dhahran, Saudi Arabia	Corps of Engrs. U.S. Army	$50,000,000	64%	33%
A-E Services for Extension to Power Plant	Eielson Air Force Base, Alaska	Corps of Engrs. U.S. Army	$3,500,000	87%	--
A-E Services for Propellent Type Fuel Storage Facilities	Hill Field & Desert, Utah	Corps of Engrs. U.S. Army	$1,300,000	75%	--
Design of Facilities	Dugway, Utah	Corps of Engrs. U.S. Army	$500,000	70%	--
A-E Services for POL Pipeline (Site Study, Master Plan & Final Design	Haines to Fairbanks, Alaska	Corps of Engrs. U.S. Army	$46,000,000	99%	--

EXHIBIT II

B. CURRENT CIVILIAN COMMITTMENTS

1. GENERAL ENGINEERING DIVISION (Los Angeles)

Number of Projects 15 **Estimated Construction Cost** $81,825,000

PROJECT	LOCATION	OWNER	ESTIMATED CONST. COST	% OF COMPLETION	
				DESIGN	FIELD SUPV.
Compressor Station	Cleveland, West Virginia	Atlantic Seaboard Corp.	$2,400,000	85%	*
Addition to Steam-Electric Power Plant	Highgrove, Calif.	California Electric Power Co.	$5,500,000	98%	15%
New Extension to Steam-Electric Power Plant	Highgrove, Calif.	California Electric Power Co.	$5,000,000	5%	0%
Gasoline Plant	Tibu, Columbia, So. America	Columbian Petroleum Co.	$4,500,000	50%	2%
Wax Rerun Pipe Still	Bayonne, New Jersey	Esso Standard Oil Co.	$750,000	25%	0%
Catalytic Light Ends Unit	Baytown, Texas	Humble Oil & Refining Co.	$4,500,000	55%	3%
Gasoline Processing Facilities	Sweeny, Texas	Phillips Petroleum Co.	$7,000,000	25%	0%
Offsite Facilities for Refinery Expansion Program	Watson, Calif.	Richfield Oil Corp.	$4,500,000	35%	5%
U.O.P. Polymerization Plant	Watson, Calif.	Richfield Oil Corp.	$1,000,000	8%	0%
Offsite Facilities for Crude Unit	Wood River, Ill.	Shell Oil Co.	$17,000,000	65%	50%
Refinery Expansion Program	Vancouver, B.C. Canada	Shell Oil Co.	$8,000,000	30%	10%
Gasoline Plant	Ventura, Calif.	Shell Oil Co.	$1,275,000	15%	0%
Crude Distillation Facilities	Houston, Texas	Sinclair Refining Co.	$11,000,000	98%	45%
Propane Deresining Unit	Wellsville, New York	Sinclair Refining Co.	$1,100,000	75%	30%
Refinery Expansion Program	Paulsboro, New New Jersey	Socony-Vacuum Oil Co.	$8,300,000	99%	88%

* *Represents the cost of engineering and materials only. With the exception of this project, Fluor is also performing the construction on all of the above listed projects.*

EXHIBIT II

CURRENT COMMITMENTS

PART B — (Continued)

2. MID CONTINENT DIVISION (HOUSTON, TEXAS)

Number of Projects 9 **Estimated Construction Cost** $22,200,000

PROJECT	LOCATION	OWNER	ESTIMATED CONST. COST	% OF COMPLETION	
				DESIGN	FIELD SUPV.
Refinery Expansion Program	Mt. Pleasant, Texas	American Liberty Oil Co.	$2,500,000	55%	15%
Compressor, Gasoline & Dehydration Plant	Blanco Field, New Mexico	El Paso Natural Gas Co.	$5,700,000	75%	0%
Gasoline Fractination Plant	Gallup, New Mexico	El Paso Natural Gas Co.	$1,500,000	70%	*
Offsite Facilities for Platformer Unit	Corpus Christi, Texas	Great Southern Chemical Co.	$2,200,000	75%	50%
Gasoline Plant	Balliner, Texas	Runnels Gas Products Co.	$700,000	30%	5%
Boiler Plant & Water Treating Facilities	Deer Park, Texas	Shell Oil Co.	$3,000,000	100%	95%
Chemical Plant Expansion	Deer Park, Texas	Shell Chemical Corp.	$5,000,000	98%	75%
Addition to Compressor & Gasoline Plant	Snyder, Texas	Sunray Oil Co.	$1,000,000	99%	95%
Addition to Compressor & Dehydration Plant	Coco, West Virginia	United Fuel Gas Co.	$600,000	100%	95%

** Represents the cost of engineering and materials only. With the exception of this project, Fluor is also performing the construction on all of the above listed projects.*

ATOMIC ENERGY COMMISSION

AND

DEPARTMENT OF DEFENSE ASSIGNMENTS

The Fluor Corporation is thoroughly experienced in performing architect-engineer and construction assignments for the various agencies of the United States Government. In 1951, we established the Industrial and Government Projects Division in order to better supervise and more efficiently perform Government projects. This division of work has proved highly satisfactory. The following is a list of projects executed by The Fluor Corporation for the U. S. Atomic Energy Commission and the Department of Defense:

1. During World War II Fluor Corporation engineered, designed, fabricated and constructed the major portion of the water cooling facilities for the Manhattan Project at Oak Ridge, Tennessee.

2. During the same period, Fluor Corporation engineered and constructed a gasoline and helium plant for the Department of Interior, Bureau of Mines, Cunningham, Kansas.

3. Fluor completed the construction of the ten million dollar Materials Testing Reactor for the Atomic Energy Commission at Arco, Idaho. This project required the highest obtainable construction skills and practical know-how in the construction industry. Fluor was selected to handle this project in competition with 82 major constructors. The contract was awarded on a negotiated basis and we were selected on the basis of our over-all qualifications and record of accomplishments.

4. We recently completed highly classified engineering work for the General Electric Company at Richland, Washington (Atomic Energy Project).

5. We have initiated architect-engineer services for the design of a Production Reactor for the U. S. Atomic Energy Commission, Idaho Operations Office.

6. We are currently performing the design of a $29,000,000 Explosives Processing and Assembly Plant to be located at Spoon River, Illinois for the U. S. Atomic Energy Commission.

7. We recently finalized the design of the second on-shore increment of the Air Missile Test Center at Point Mugu, California, and are bringing to conclusion the design of a similar facility for the U. S. Navy in the same area.

8. We have just completed designing facilities at the Fleet Air Defense Training Center, Point Loma for the U. S. Navy.

9. We are now performing architect-engineer services for the U. S. Navy covering the design of a Test and Conditioning Facility at Seal Beach, California.

10. We accomplished the design of a central heating and power plant at Eielson Air Force Base, Alaska for the Corps of Engineers (Using agency-USAF); we were awarded the Inspection Services contract for this plant as well as the design of two additional increments to the power plant.

11. We have recently completed the design of a $50,000,000 Secret POL project for the Corps of Engineers, U. S. Army, Alaska District. (630 mile 8" products pipeline)

12. We are now engaged in the design of Propellent Type Fuel Storage Facilities for the Corps of Engineers at Hill Air Force Base, Utah.

13. On July 17, 1950, we were awarded a contract by the U. S. Air Material Command at Wright-Patterson Air Force Base, Dayton, Ohio. This contract embraced the furnishing and installation of test chambers, related ducting and other equipment by Fluor for the Arnold Engineering Development Center, Tullahoma, Tennessee. This contract was negotiated on a target -- ceiling price basis in the amount of $1,443,362. In December 1950, Fluor was awarded a supplemental agreement to this contract which increased the total work value under the contract by $1,746,000.

14. We are currently carrying out a $50,000,000 air base project for the Corps of Engineers (USAF using agency) at Dhahran, Saudi Arabia. This is an A-E-M-C type contract wherein Fluor does the master planning, design, engineering, procurement, management and construction.

THE FLUOR CORPORATION, LTD.

1952

ANNUAL REPORT

1952 ANNUAL REPORT *for the fiscal year ended October 31*

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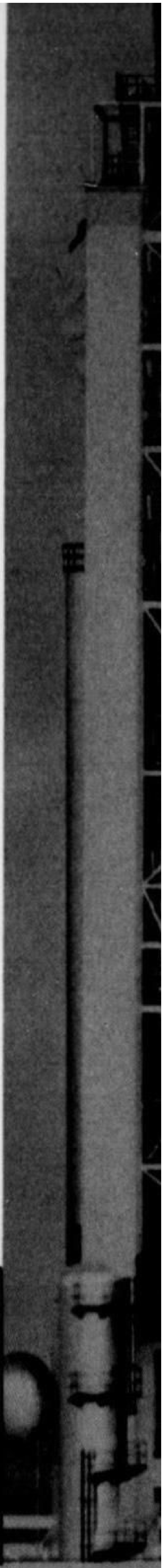
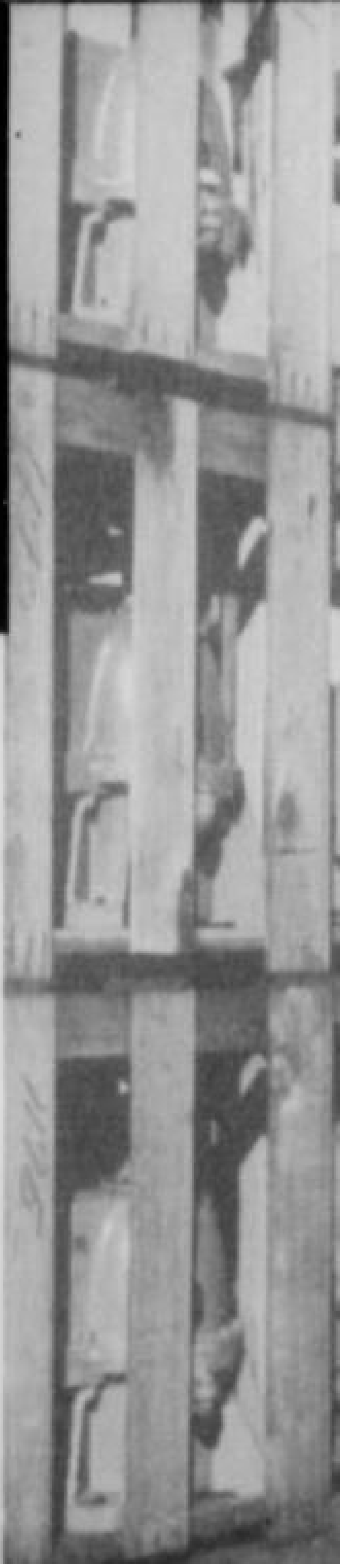


THE FLUOR CORPORATION, LTD.

ENGINEERS • CONSTRUCTORS • MANUFACTURERS

2500 South Atlantic Boulevard, Los Angeles 22, California



1. Catalytic cracking unit in miniature.

2. View of administration offices at home plant.

3. Motors ready for shipment.

To Fluor employees and shareholders:

We are pleased to present this report covering the fiscal year ended October 31, 1952, and are indeed happy to be able to record that the twelve-month period was the most noteworthy in the history of the Corporation.

Despite anticipated shortages of materials, increasing operating costs, and constant pressure to meet the many world emergencies, Fluor had a banner year with these results:

Completed business totalled $80,906,464 for a 55 per cent increase over the $52,156,442 of the previous year.

Net income after taxes amounted to $1,741,283, or $4.35 per share, as against $1,137,081, or $2.84 per share, in 1951.

Dividend payments to shareholders totalled $1.05 per share compared to 80 cents last year.

Federal income taxes mounted to $1,765,700 compared to $1,126,721 in 1951. This was equivalent to $4.41 on each of the 400,000 shares of outstanding stock.

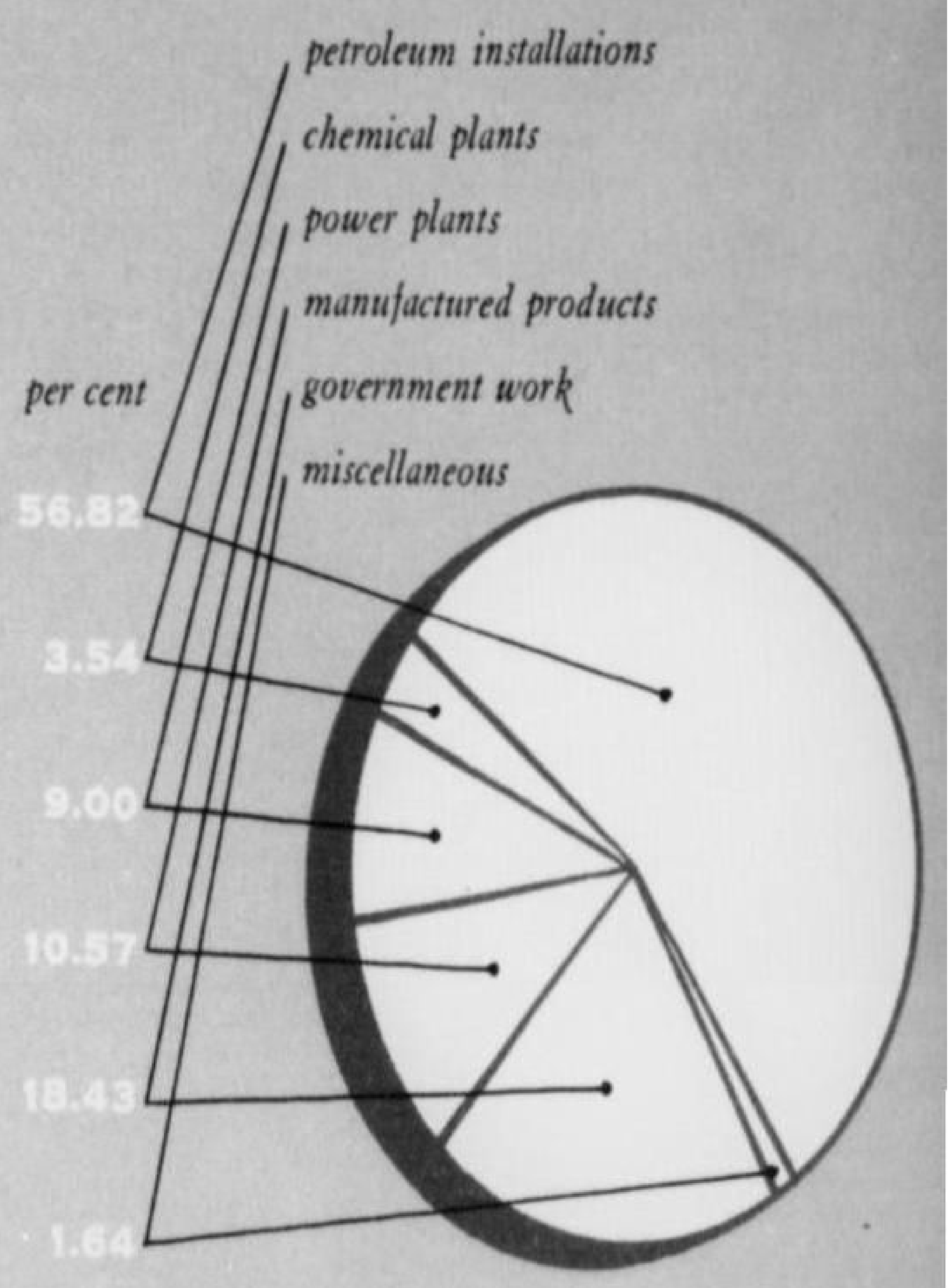
Wages, salaries, and contributions to the employees' trust funds amounted to $30,330,533 as against $18,547,397 in 1951.

While all of these record-breaking financial transactions were taking place, we were still able to maintain a well-balanced inventory and add to our facilities which will enable the company to take care of the $100,000,000 of unfinished business on the books as of the close of the year.

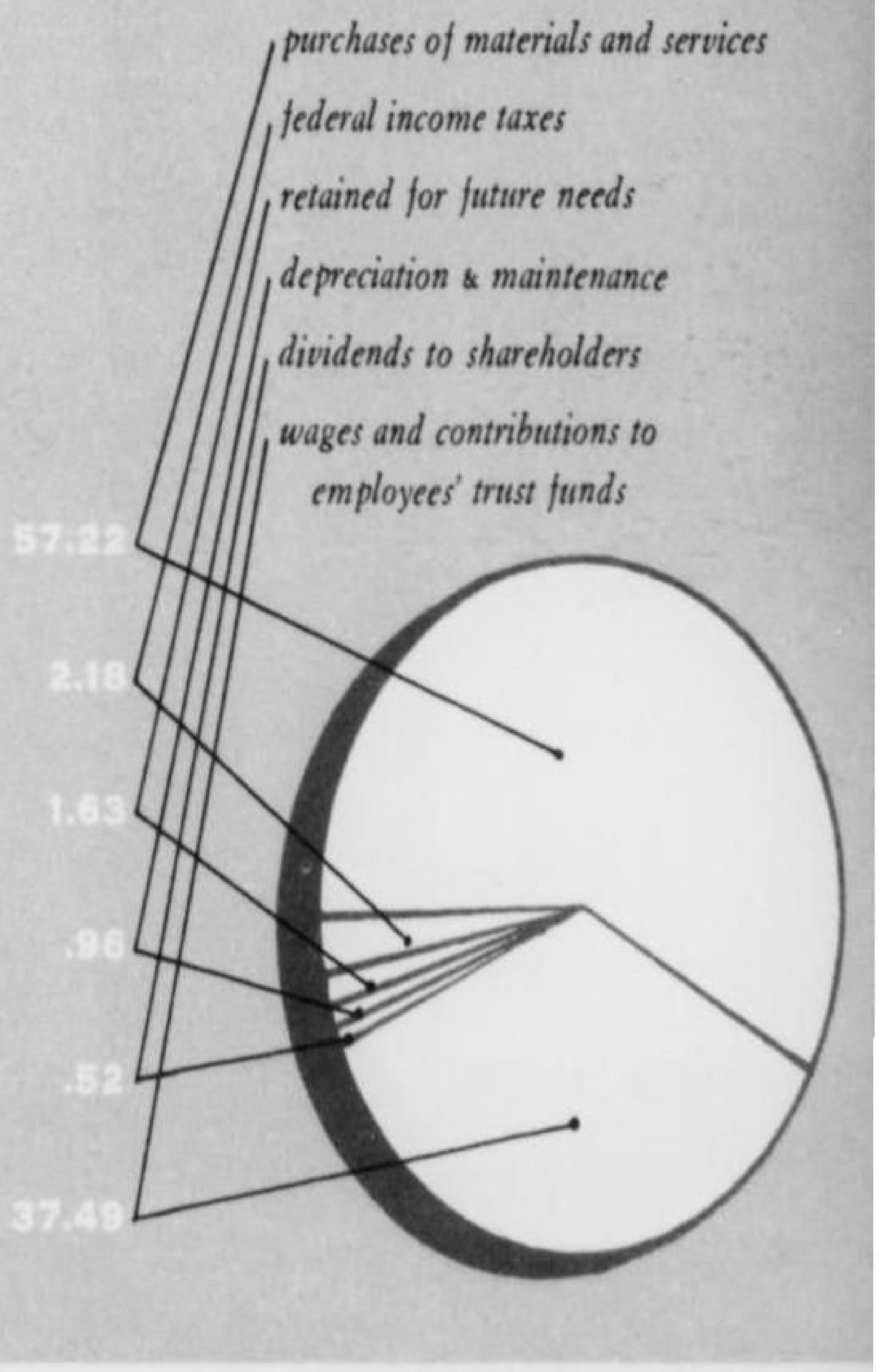
More than 1200 shareholders were included in the company family as of October 31, an increase of 110 over last year and nearly four times the number reported five years ago. In an effort to keep all interested parties apprised of developments, a new Semi-Annual Report appeared in July, 1952, to supplement the regular quarterly letters which accompany dividend checks. Copies of the company's bi-monthly *Fluor-o-Scope* were also made available to shareholders on request, since the magazine keeps them informed on company activities throughout the world.

While members of the office staff were striving to keep pace with the many related details, company customers could not help but notice the steady increase in the number of employees which

FLUOR'S GROSS INCOME CAME FROM...



...AND WAS SPENT FOR



COMPARATIVE CONSOLIDATED STATEMENT OF INCOME

for the years 1952 and 1951

The Fluor Corporation, Ltd.
and wholly-owned subsidiaries

THE CORPORATION RECEIVED FROM	*October 31, 1952*	*October 31, 1951*
Net sales		
Construction revenue—including unbilled charges on incompleted construction contracts	$72,143,015	$42,751,254
Product sales	8,548,807	9,221,047
Royalties, discounts and other	214,642	184,141
Total sales and revenue	$80,906,464	$52,156,442
WHICH WAS USED FOR		
Wages and salaries	$29,516,181	$17,977,896
Materials and services purchased from others	45,969,769	30,508,432
Depreciation, maintenance and repairs on plant and equipment	775,061	644,583
Contributions to employees' benefit trust funds	814,352	569,501
Interest on indebtedness	108,376	78,061
State, local and miscellaneous taxes	215,742	114,167
Total costs and expenses	$77,399,481	$49,892,640
THIS LEFT INCOME FROM OPERATIONS (BEFORE FEDERAL INCOME TAXES) OF	$ 3,506,983	$ 2,263,802
THE CORPORATION'S FEDERAL INCOME TAXES WERE	1,765,700	1,126,721
THIS LEFT NET INCOME FROM OPERATIONS OF	$ 1,741,283	$ 1,137,081
THE CORPORATION PAID DIVIDENDS OF	420,000	320,000
AND RETAINED IN THE BUSINESS FOR FUTURE NEEDS	$ 1,321,283	$ 817,081
RETAINED EARNINGS AT THE BEGINNING OF YEAR WERE	5,254,488(A)	4,429,808
RETAINED EARNINGS AT THE END OF YEAR WERE	$ 6,575,771	$ 5,246,889

(A) Includes $7,599 of the retained earnings of Middle-East, Inc., applicable to 40 per cent interest of the company as at January 1, 1952.

The Auditors' Certification and Notes to Financial Statements, pages 12-13, should be read in conjunction with this Consolidated Statement of Income.

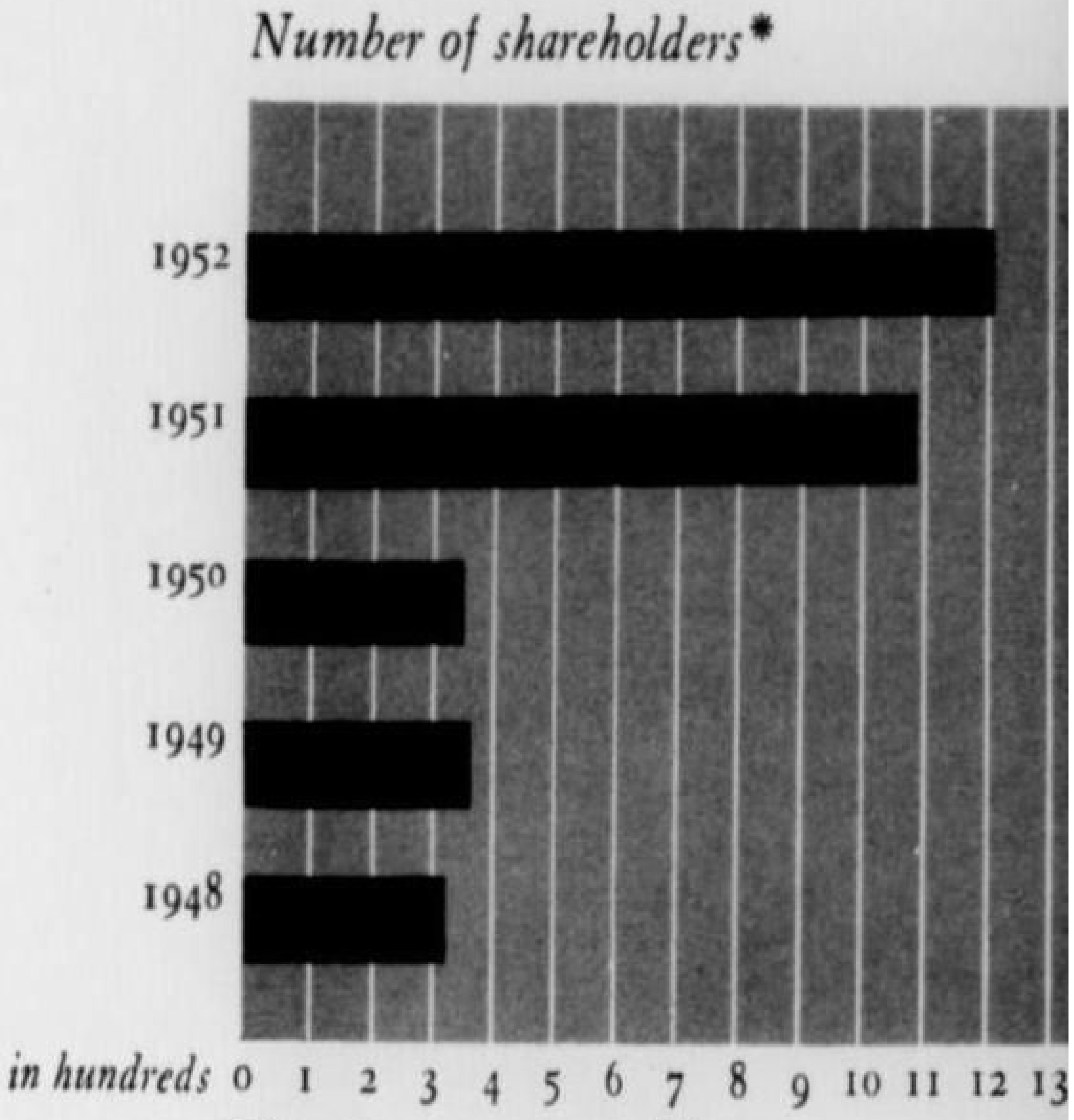
* NEW FACILITIES

presently exceeds 6700 in all work areas of the parent company and wholly-owned subsidiaries. The increase has been especially significant over the past five-year period as shown in the chart on the following page.

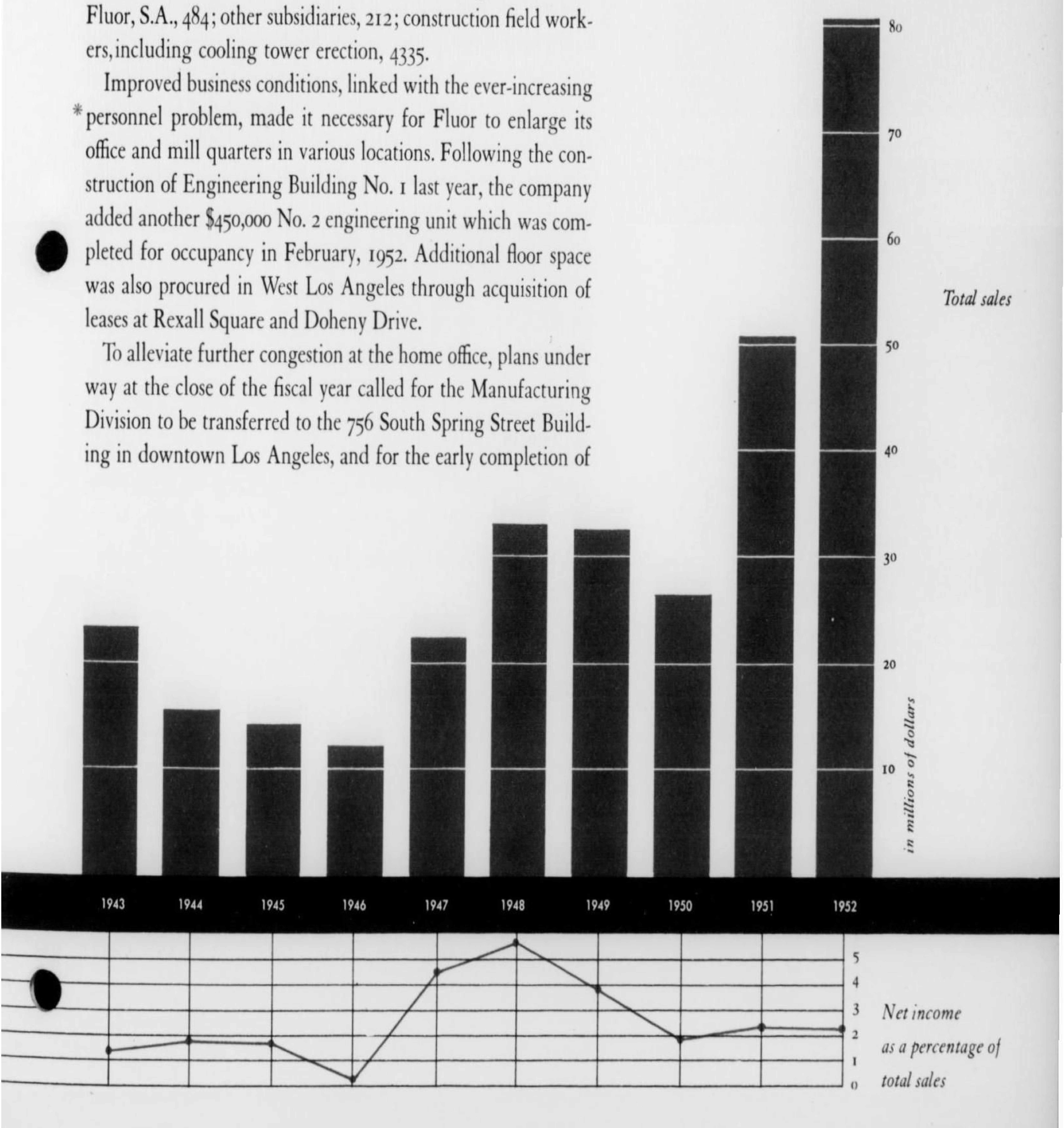
As of October 31, employees were located in the following areas: Home plant and other Los Angeles offices, 1397; manufacturing plant at Paola, Kansas, 114; Houston, 155; U. S. and foreign sales offices, 61; Saudi Arabia, including Middle-East Fluor, S.A., 484; other subsidiaries, 212; construction field workers, including cooling tower erection, 4335.

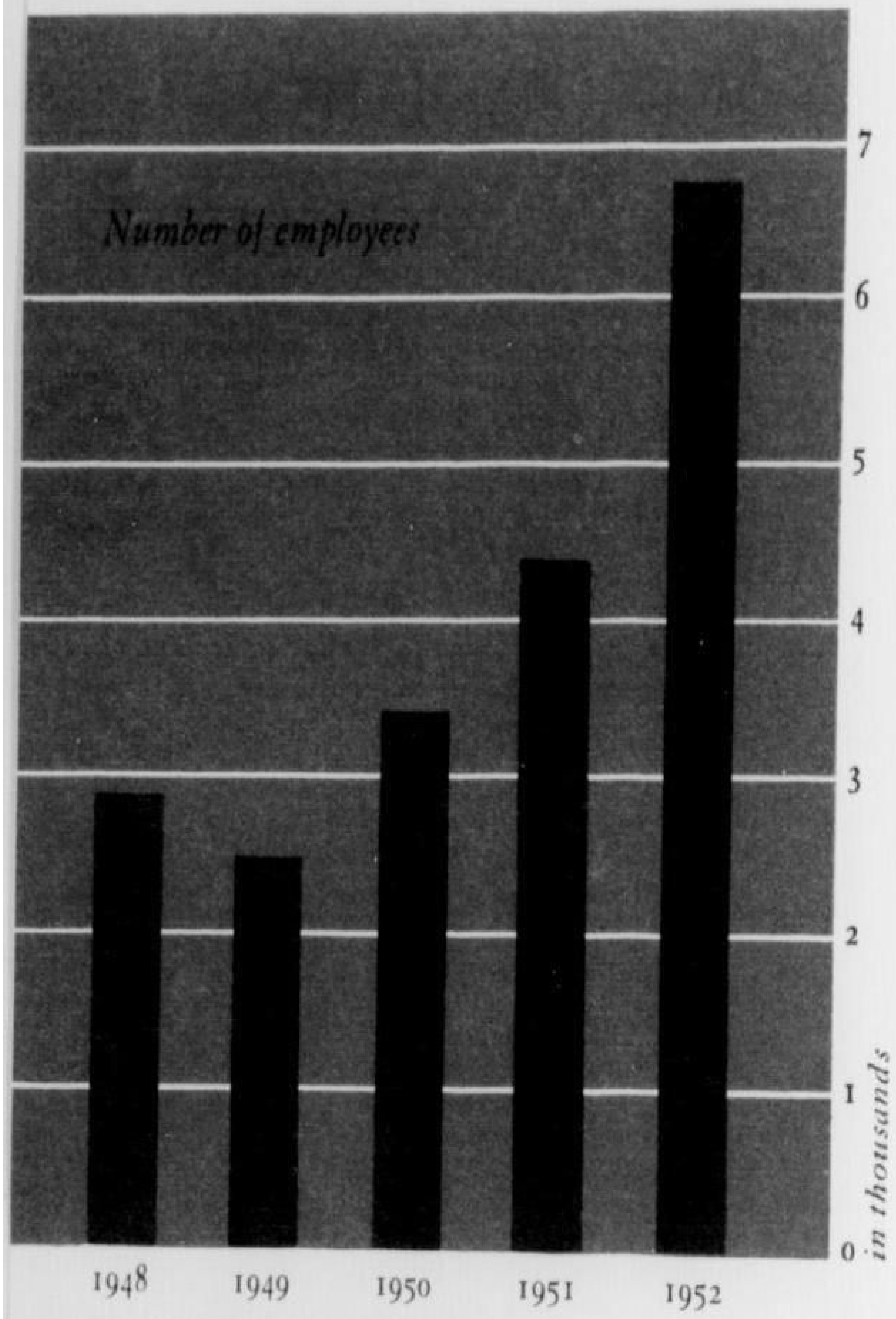
Improved business conditions, linked with the ever-increasing *personnel problem, made it necessary for Fluor to enlarge its office and mill quarters in various locations. Following the construction of Engineering Building No. 1 last year, the company added another $450,000 No. 2 engineering unit which was completed for occupancy in February, 1952. Additional floor space was also procured in West Los Angeles through acquisition of leases at Rexall Square and Doheny Drive.

To alleviate further congestion at the home office, plans under way at the close of the fiscal year called for the Manufacturing Division to be transferred to the 756 South Spring Street Building in downtown Los Angeles, and for the early completion of



*More than 25 per cent of the shareholders are company employees.





Draftsmen at work in new engineering building completed in 1952.

a $600,000 structure adjoining the present administration building at 2500 South Atlantic Boulevard. This building will house the Research and Development Division and several other company departments.

In Houston, new quarters were completed for Fluor by the Finger Interests, Inc., and more than 150 employees of the Mid-Continent Division are now housed in a modern two-story building located at 3137 Old Spanish Trail in the Texas city. The new quarters gave Fluor more than 30,000 square feet of floor space and made it possible for Mid-Continent to expand its services to customer companies located throughout the South and Midwest.

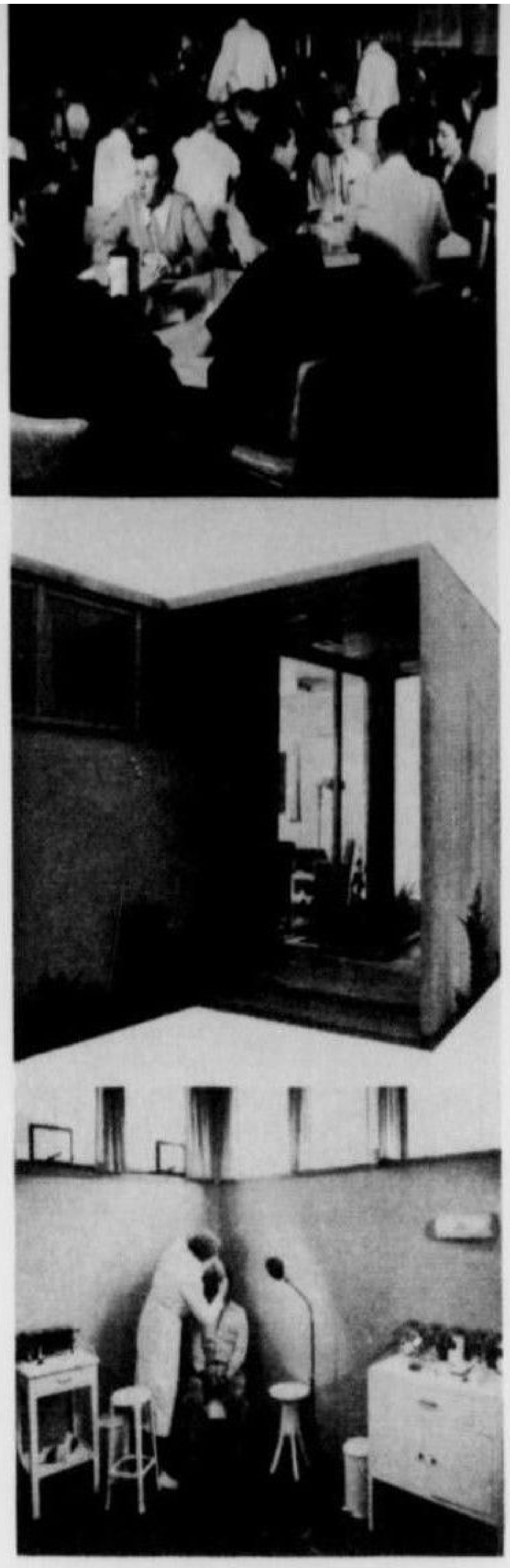
Other improvements in facilities during the year saw the rise of a new Health Center and emergency first aid hospital at the home plant, plus a remodeling program which resulted in the completion of company eating facilities in the form of a canteen and snack bar. The latter is patronized daily by a majority of home office employees.

The Health Center, located in the Los Angeles mill yard, fulfills a need of many years and provides adequate first aid facilities to meet emergency needs. The new building contains 400 square feet of floor space, including two individual treatment rooms, large first aid quarters, and a roomy office.

Acquisition of new equipment at both the Los Angeles and Paola mills increased production in those areas, while installation of a new Model Shop now permits Fluor to provide customers with miniature models of plants built to scale, for detailed study prior to actual completion of the installation. This latter innovation has resulted in a great deal of nation-wide publicity for the company, and has made it possible to extend an added service to customers that is not generally available elsewhere.

Improved customer service will also be extended by the research and development staff through a new mobile laboratory unit fully equipped for on-the-job study and survey work. The 13-ton truck and trailer replaces the former testing unit which participated in 110 surveys and travelled 135,000 miles during the past five years.

Although services to the petroleum industry continue to comprise more than 55 per cent of Fluor's total volume, a breakdown of the 1952 work load reveals that the company's activities are



New facilities in Los Angeles include employee canteen and health center.

more diversified than ever before. The Corporation has strengthened its position in the electric power and chemical fields (see chart, page 1) and intensified the products engineering and development program launched in 1951.

Engineering and construction revenue amounted to $72,143,015 for the year, compared to the previous high of $42,751,254. This included work totalling $7,900,000 handled by the Mid-Continent Division. Major installations included electric power plants in California, Iowa, and Kansas; sulphur plants located in Indiana, Texas, and Canada; and petroleum installations and additions in many other states.

Government projects under way continued to mount, but accounted for less than 20 per cent of the over-all sales volume. The major project completed in this category during the year was that of the Materials Testing Reactor at Arco, Idaho, and many fine reports have been received from Atomic Energy Commission officials relative to the work of Fluor employees on that installation. The MTR, as it is generally known, went into operation on March 31, 1952.

Income from manufactured products amounted to $8,548,807. *Orders for company Counterflo cooling towers, Fin-Fans, pulsation dampeners and pulsation dampening systems, gas cleaners, mufflers, prefabricated pipe, and other products account for a backlog of $9,000,000 to carry over to the 1953 fiscal year. This

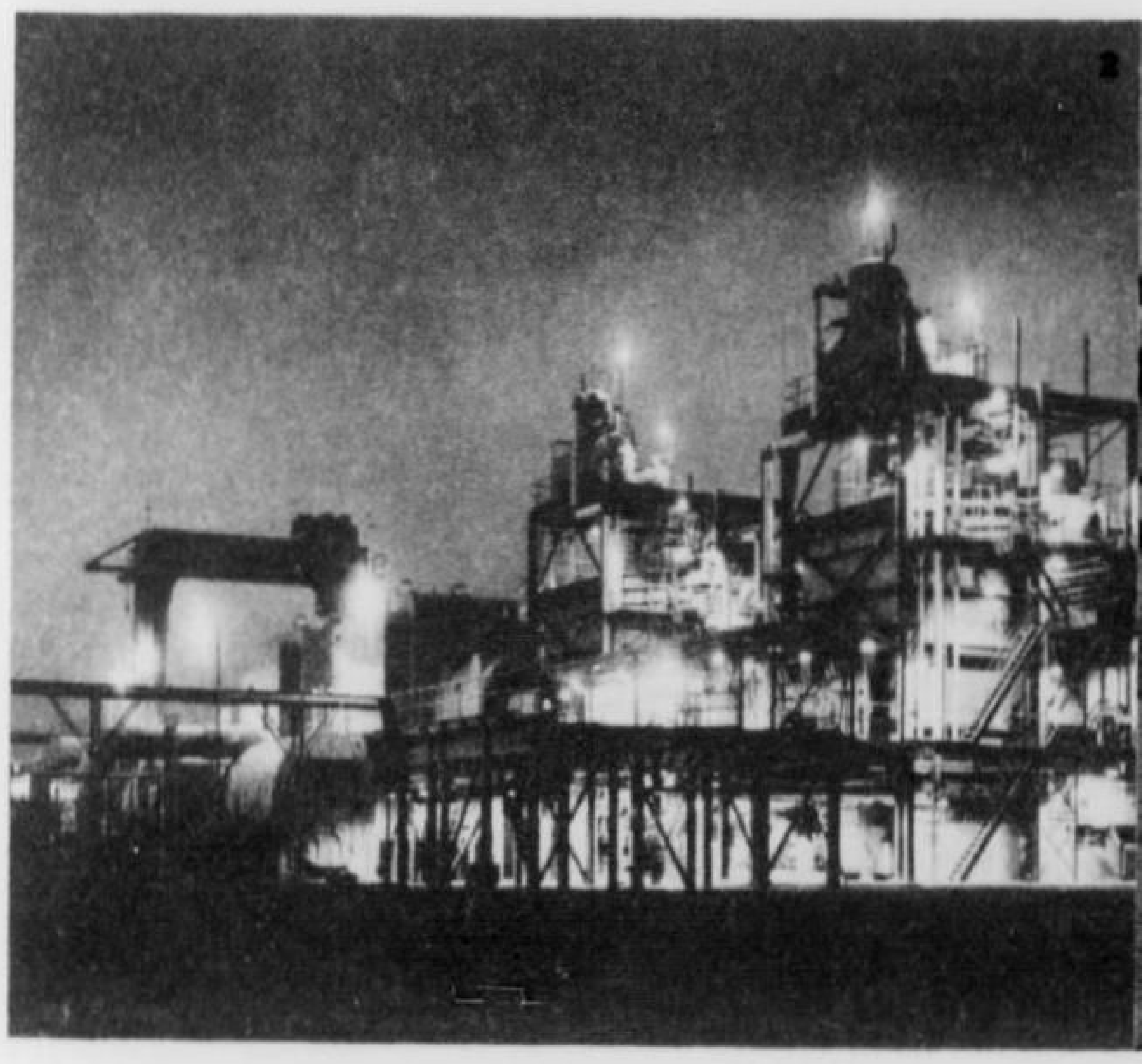
New quarters of Mid-Continent Division in Houston, Texas.

is the largest number of advance product orders in Fluor history and has necessitated placing the Los Angeles mill on a nine-hour day.

To improve our competitive position in the sale of Fin-Fan units, the company completed arrangements in August, 1952, for the manufacture of finned tube sections by the Arrow Industrial Manufacturing Company of Tulsa.

Other developments included the adoption of "no-leak" panels, thereby improving the outward appearance of cooling towers; alteration of the mechanical design of Fluor fans to increase the operating life of the equipment; and inauguration of an experimental program intended to improve the design and performance of pulsation dampening systems.

During the year, Fluor also expanded its activities in the petro*chemical field. In this connection, an agreement was consummated with the Wulff Process Company covering design and construction rights for the Wulff Process for production from hydrocarbons of the newly-important chemical raw material, acetylene. The petrochemical industry has indicated strong interest in this recently-demonstrated process and several commercial applications are under consideration.



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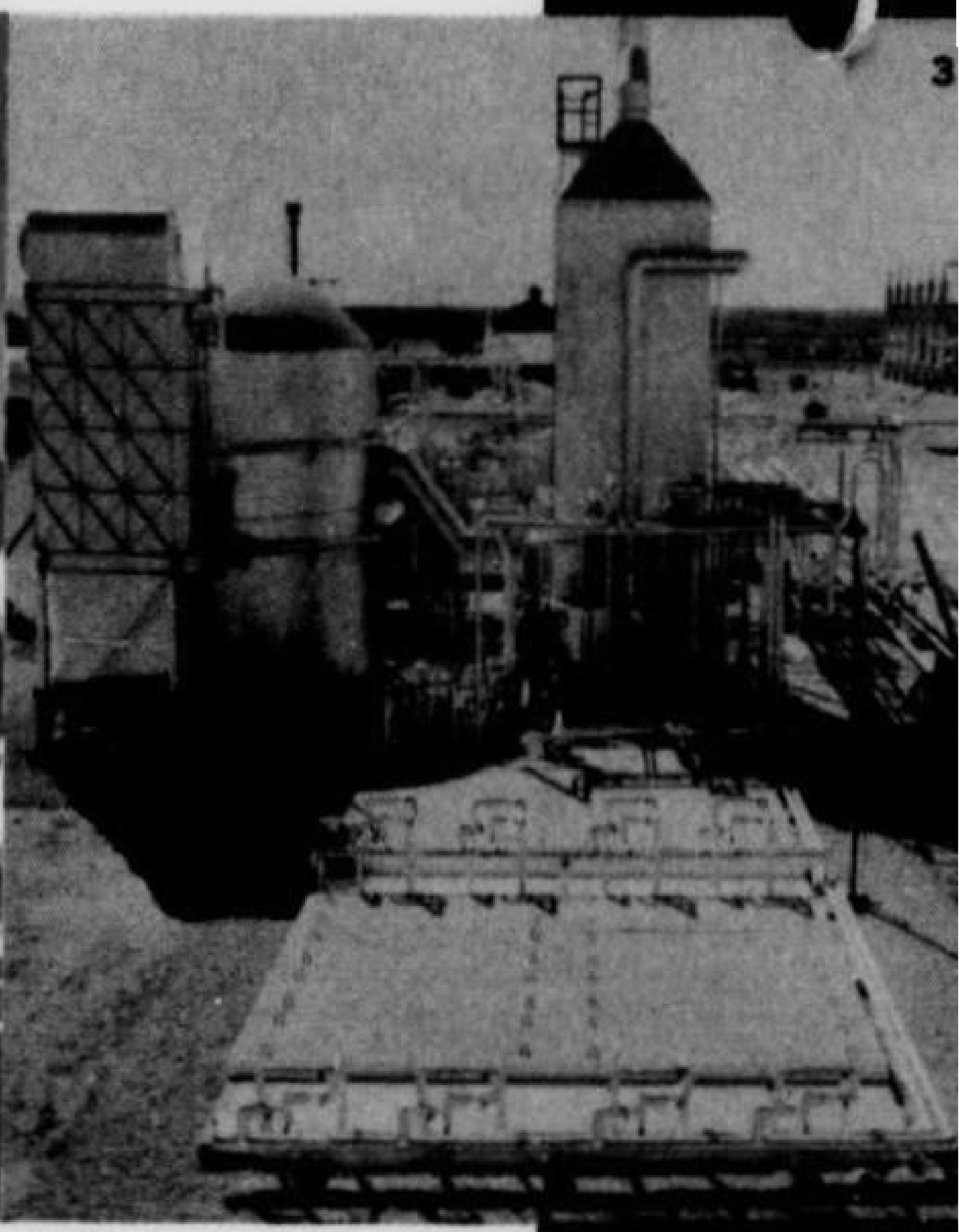

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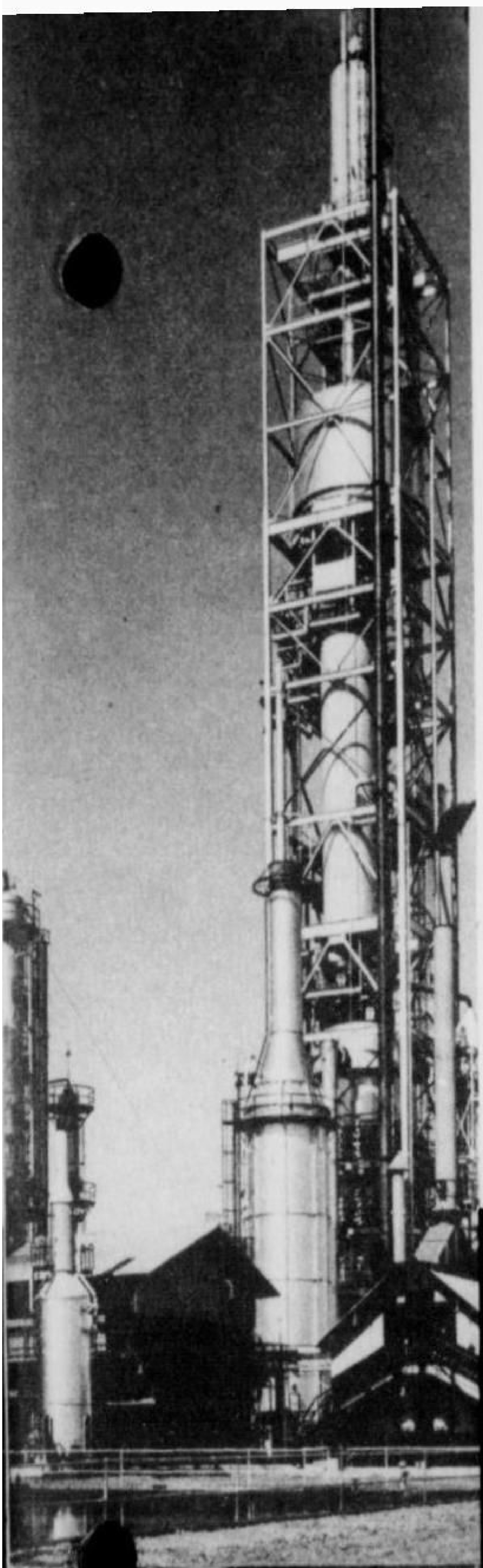
In the interest of maintaining Fluor's position in the field of fractionation, the company consummated agreements for participation in two nation-wide cooperative research and develop-

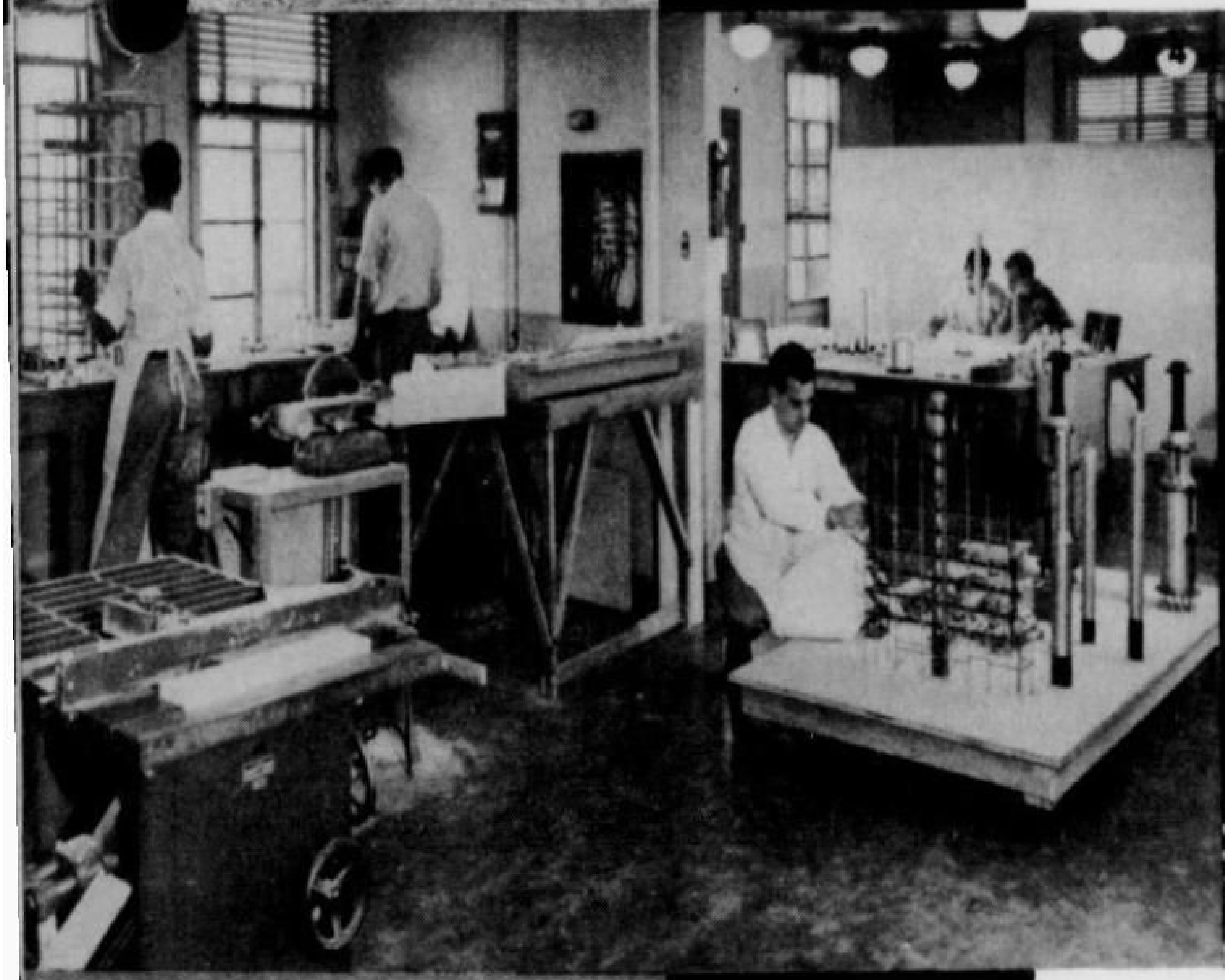


ment programs sponsored by industry. One of these concerned Fractionation Research, Inc., which was initiated by Phillips Petroleum Company and is sponsored by some 35 or 40 companies. The other was initiated and is being directed by the American Institute of Chemical Engineers.

Aside from these, Fluor completed an agreement with Shell Development Company covering exploitation of the latter's unique development, the Turbogrid Tray, for application in fractionating equipment.

Operations continue to expand in Saudi Arabia and at the * close of the fiscal year nearly 500 employees were on the various jobs under way there for the U. S. Government and the Arabian American Oil Company. Arab workers hired for these projects now exceed 4800 in number.

Additional contracts were received, and are in prospect, in a



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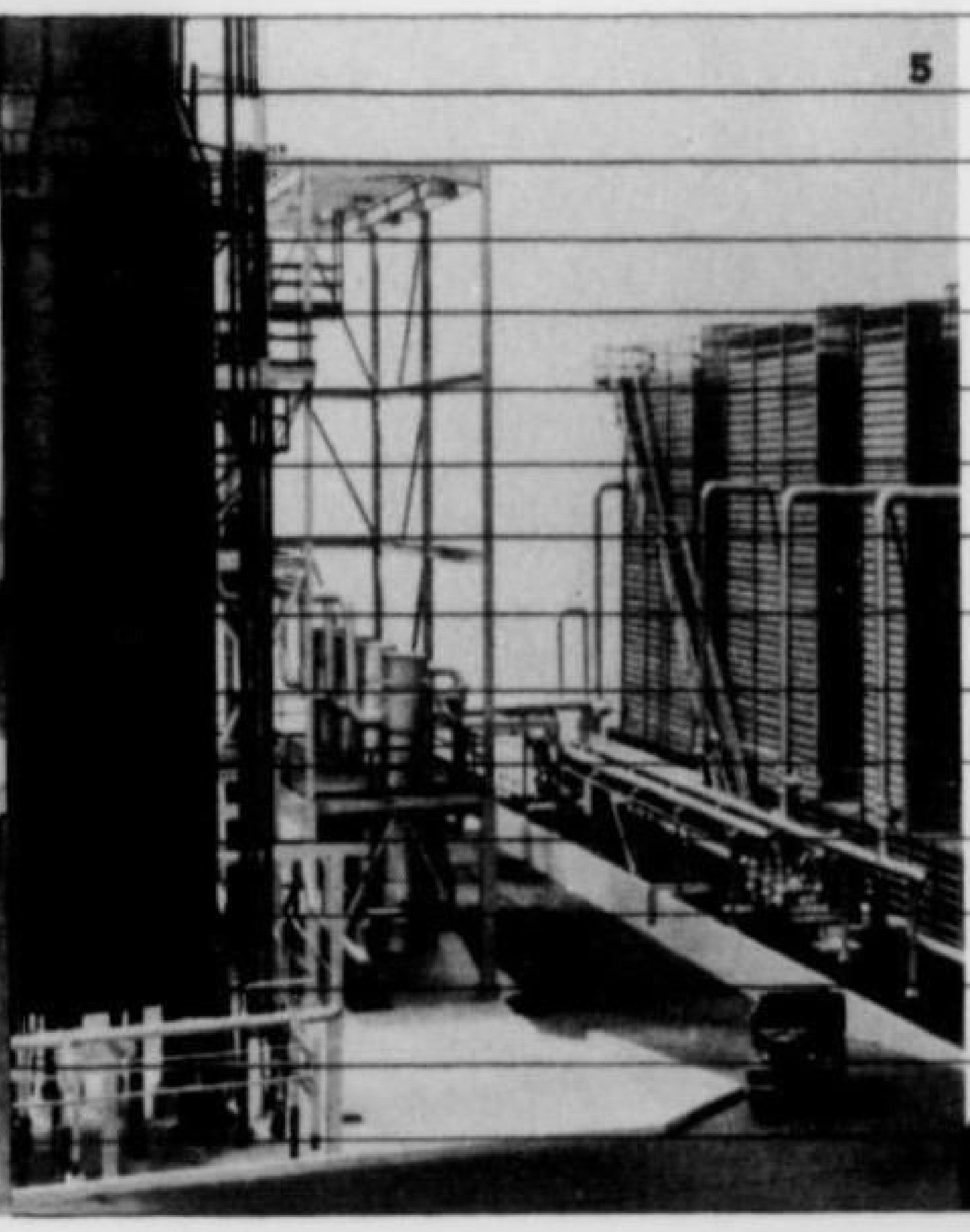

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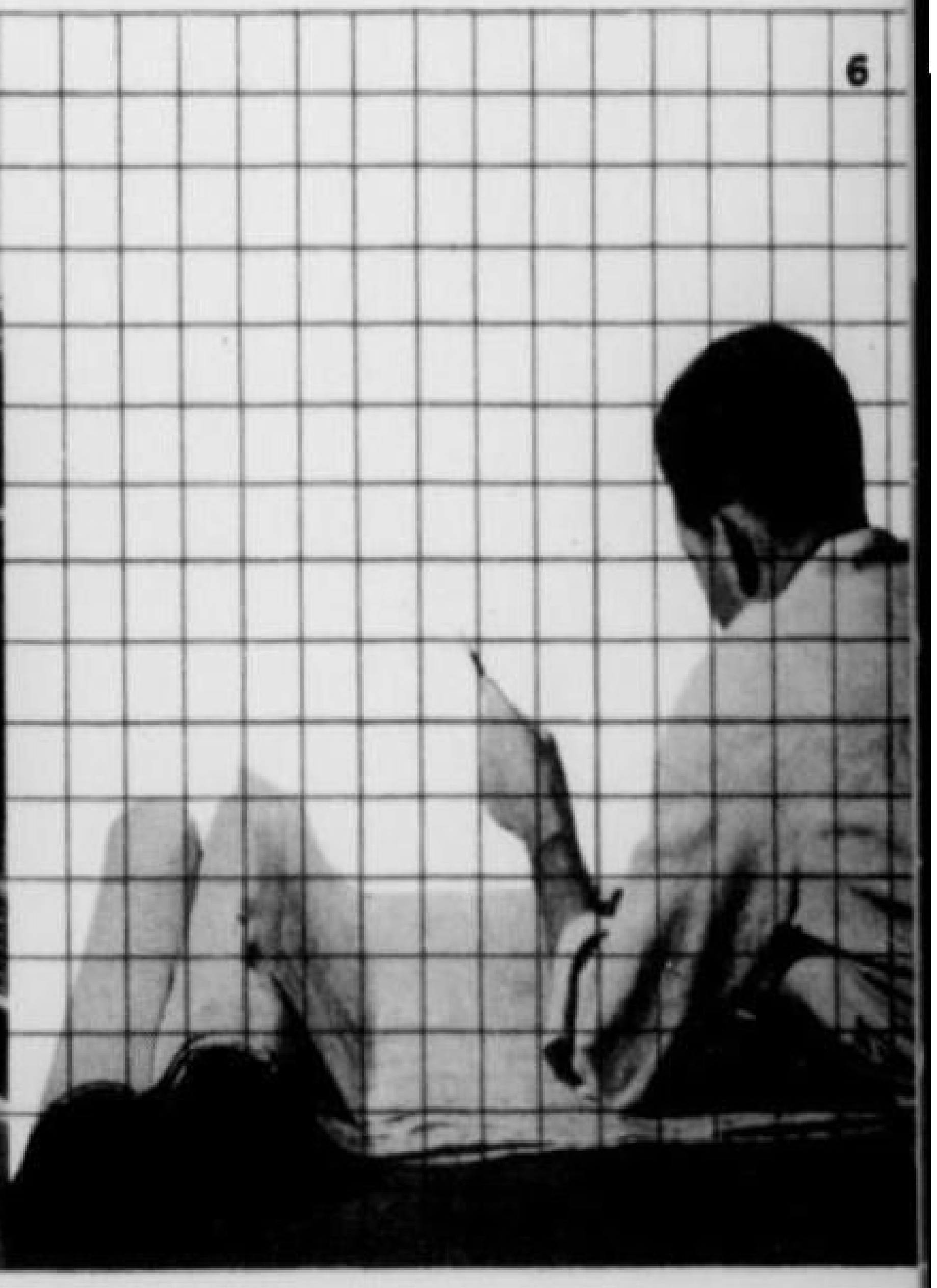

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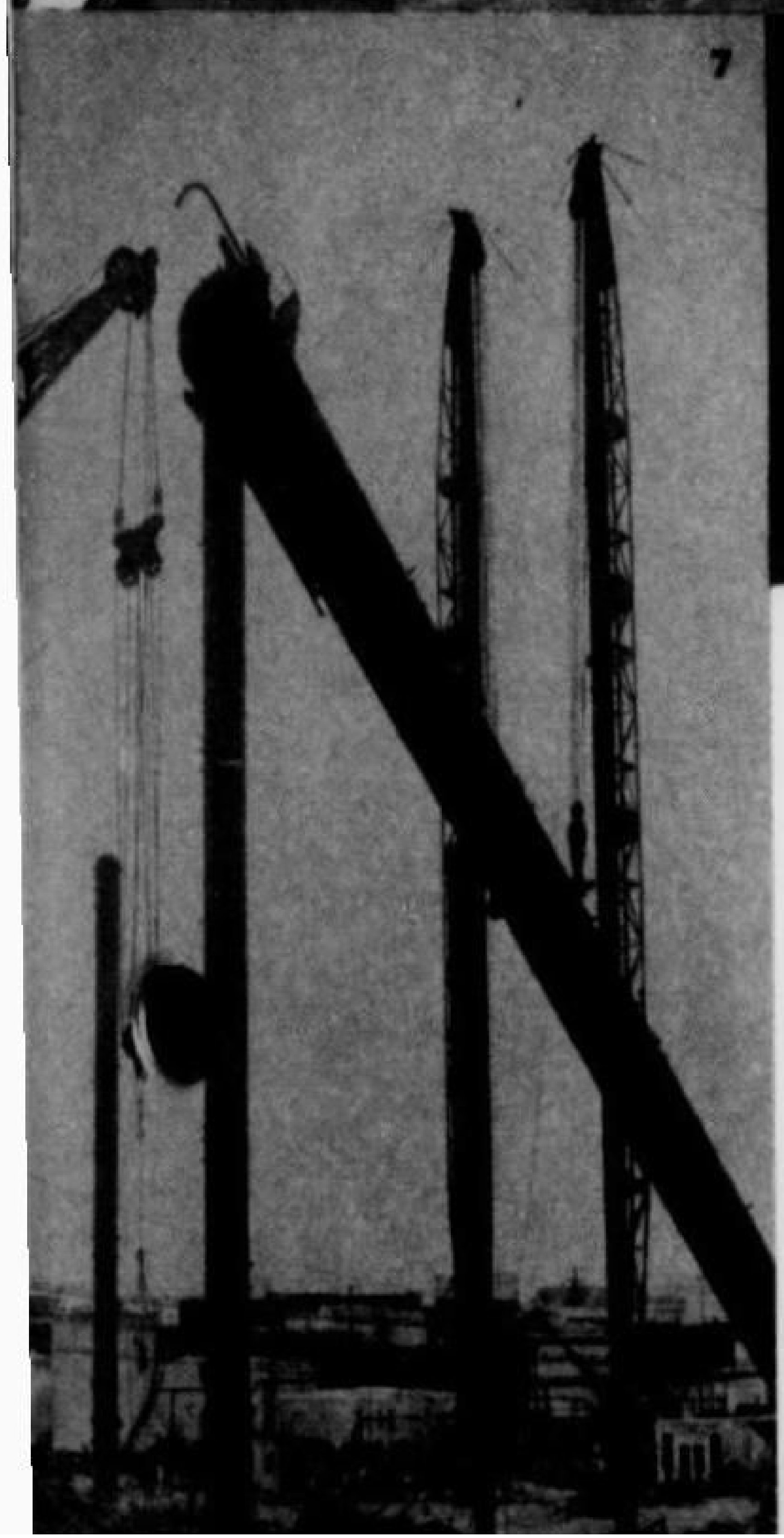


7

1. Completed catalytic cracking unit.

2. Night view of electric power plant.

3. Sulphur plant completed during year.

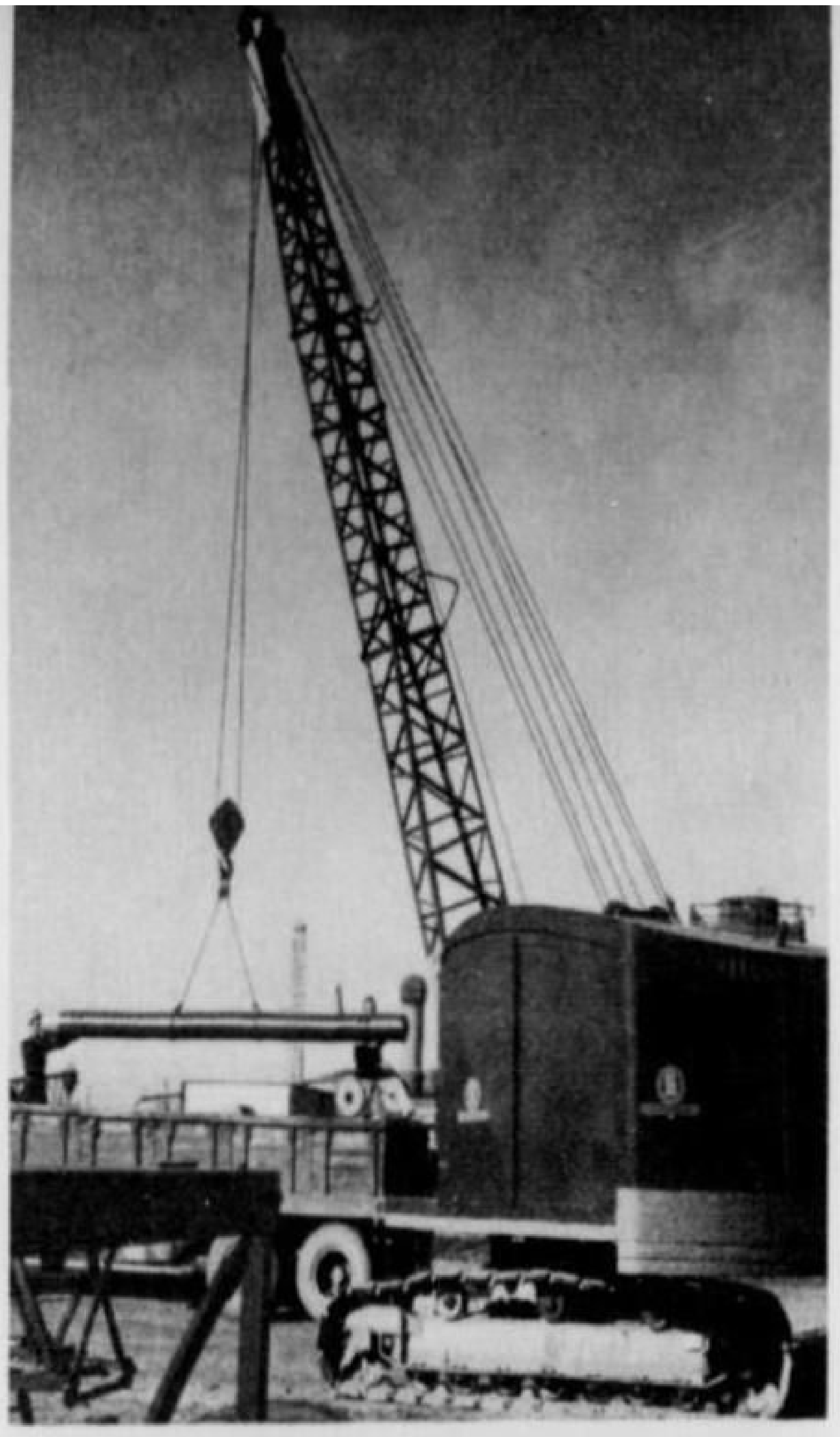
4. Home plant model shop.

5. Lifelike model of oil processing plant.

6. Checking scale models against blueprints.

7. Lifting huge fractionating column.

1



2

1. Loading pipe at home plant.

2. Transporting vessel to jobsite.

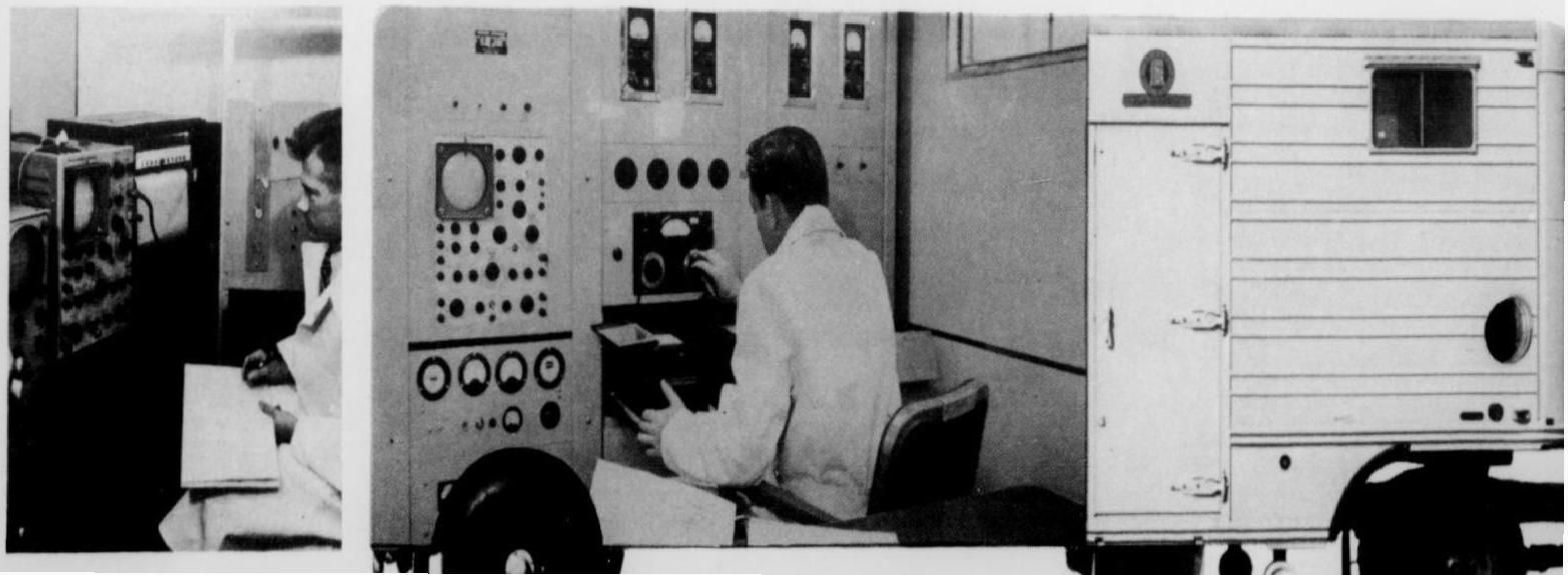
*COMPANY CHANGES

number of widely scattered locations. The large installations under way for Imperial Oil Company, Ltd., at Regina, Saskatchewan, and the Shell Oil Company of Canada, Ltd., at Vancouver, B.C., portend increased Fluor business to the north, while significant developments to the south continue to present an optimistic picture. In this connection, work was launched early in the fall on a large project for the Colombian Petroleum Company in the Tibu province of Colombia, South America. In addition, Fluor representatives are now located in the Virgin Islands to assist in the work being done on housing units in cooperation with the U. S. Government.

To increase the effectiveness of the Corporation's program in the foreign market, several new subsidiaries were organized, including the Fluor Corporation of Canada, Ltd., Fluor Western, Inc., Fluor International, S.A., and Franco-American Construction Technique Services which is generally known as FACTS-Fluor. New sales offices were opened in October at Beirut, Lebanon, and Paris, France, with plans completed for a Dominion office to open at Toronto, Canada, in 1953.

Personnel-wise, a number of changes were made within the *management structure to provide improved Corporation services both in the states and throughout the world. Completion of an organizational survey resulted in the elevation of Donald W. Darnell to the chairmanship of the Board of Directors, and the election of J. Simon Fluor to the presidency of the company. J. Robert Fluor was elevated to the office of executive vice-president. At the same time, eight new vice-presidents were named to serve in the areas of engineering, sales, domestic construction,

Men at work in mobile testing laboratory.



foreign construction, manufactured products, the Mid-Continent Division, and in research and development.

Two new members of the Board of Directors were also added during the year—Franklin S. Wade, chairman of the board of the Southern California Gas Company, and Dudley E. Browne, comptroller of the Lockheed Aircraft Corporation.

Other changes involved the engineering, accounting, personnel, research, products, and sales divisions, in addition to creation of a new project coordination department to handle company-wide contracts.

As we look forward to another year, we feel that the Corporation improved its position immeasurably during 1952, and is prepared to offer superior and more diversified services in all future transactions. We have strengthened our internal organization, have improved our facilities, and have completed plans to insure continued development and growth in 1953.

By expanding our work in the power and petrochemical fields we are reaching new work areas that go hand-in-hand with the petroleum activities with which we have long been identified. The large backlog of advance orders in both the engineering and manufacturing divisions gives us added reason to believe that the coming year will record even greater accomplishments for the Corporation.

To our shareholders, we express appreciation for their interest in and support of the many activities of the parent company and its subsidiaries. We are also mindful of the loyalty of our many employees, whose accomplishments are reflected throughout the pages of this report.

Submitted for the Board of Directors

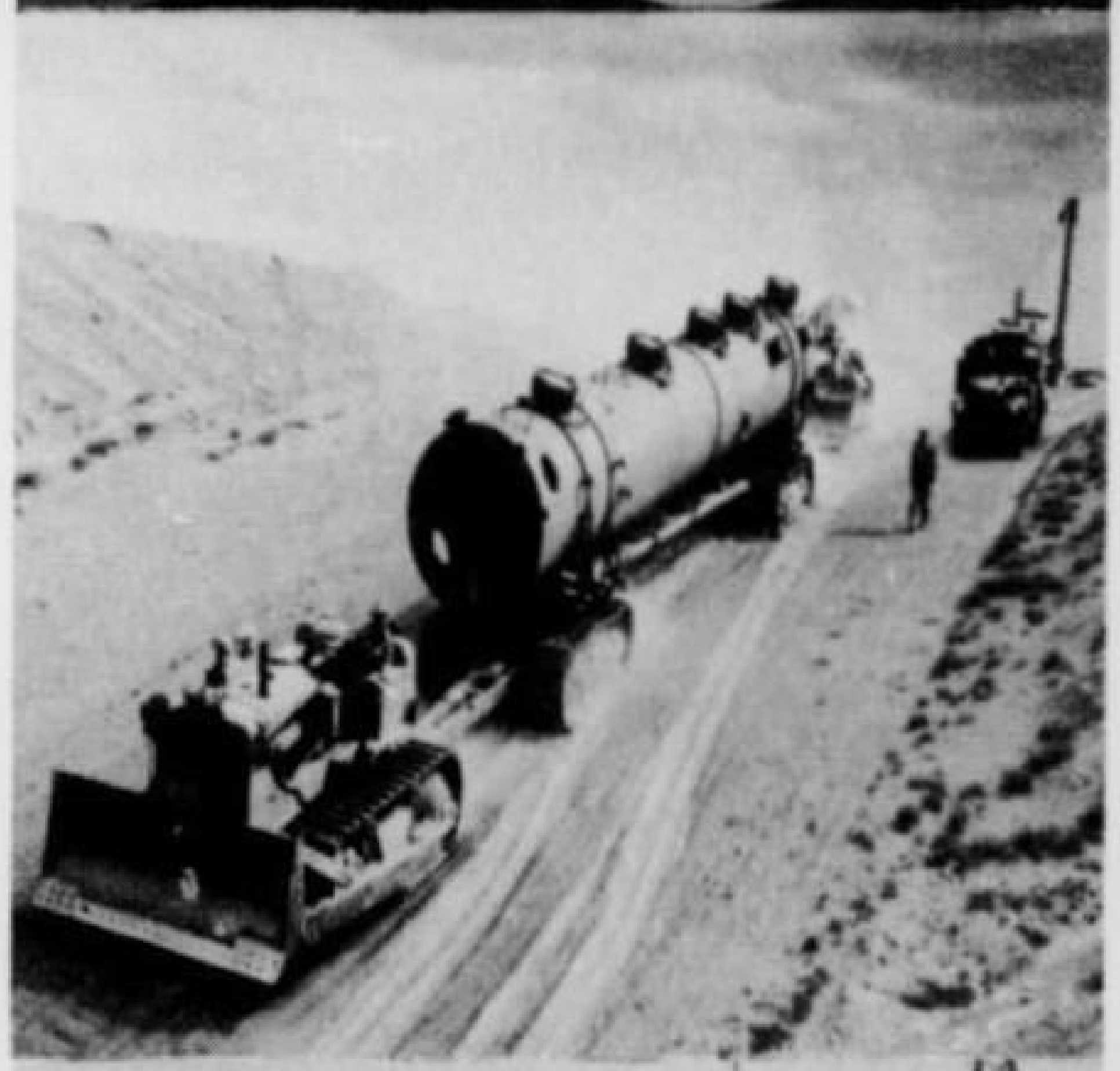
CHAIRMAN, BOARD OF DIRECTORS

J S Fluor

PRESIDENT

1. Complicated electrical control panel.
2. Equipment moves across newly built road in desert.
3. Construction equipment and mobile field office loaded for shipment.
4. Interior of mobile field office.

1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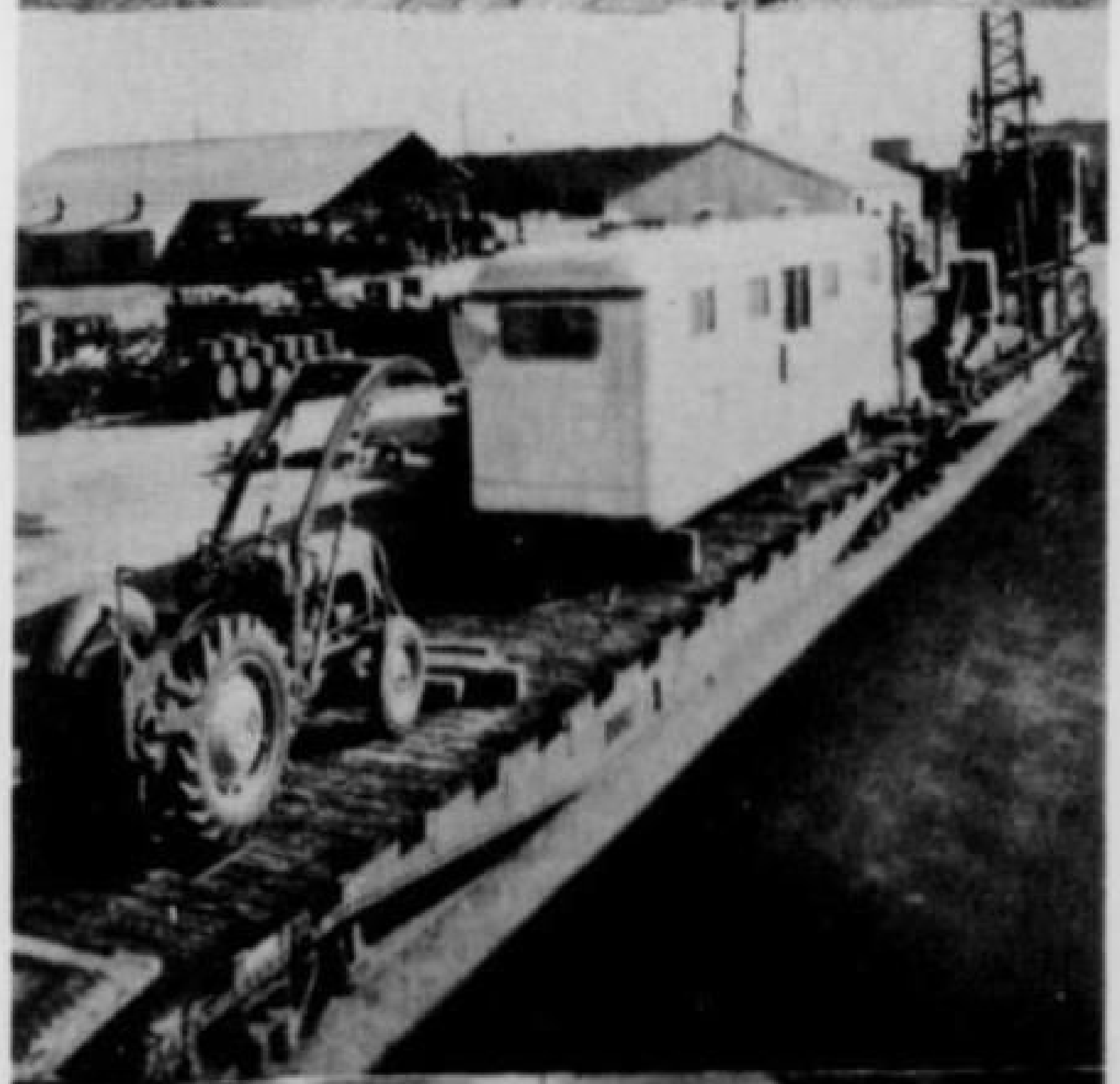
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4

THE FLUOR CORPORATION, LTD. *and wholly-owned subsidiaries*

COMPARATIVE CONSOLIDATED

ASSETS

	October 31 1952	*October 31 1951*
CURRENT ASSETS		
Cash	$ 1,404,698	$ 358,072
Accounts receivable	8,296,255	7,646,194
Federal income tax refunds receivable	149,725	159,201
Unbilled charges on incompleted contracts	4,383,710	4,043,382
Inventories	2,765,650	2,786,192
Prepaid insurance, taxes and sundry deposits	84,183	55,461
Total current assets	$17,084,221	$15,048,502
FUNDS RESTRICTED TO GOVERNMENT CONTRACTS	483,829	—
PROPERTY, PLANT AND EQUIPMENT		
Land, buildings and equipment—net	3,280,371	2,902,371
OTHER ASSETS		
Patents, etc.	79,052	67,479
	$20,927,473	$18,018,352

BALANCE SHEET *October 31, 1952 and 1951*

LIABILITIES

	October 31 1952	*October 31 1951*
CURRENT LIABILITIES		
Notes payable	$ 225,000	$ 650,000
Accounts payable	5,323,398	4,534,277
Customers' deposits, advance payments and fee adjustments	719,457	1,366,903
Federal taxes on income	1,906,286	1,332,672
Accrued liabilities	2,666,236	1,754,271
Total current liabilities	$10,840,377	$ 9,638,123
ADVANCES ON GOVERNMENT CONTRACTS	483,829	—
NONCURRENT LIABILITY		
Note payable—noncurrent maturities	1,125,000	1,350,000
DEFERRED INCOME		
Unearned fees on construction contracts	302,464	183,308
CAPITAL		
Contributed capital		
Capital stock—400,000 shares ($2.50 par value)	1,000,000	1,000,000
Capital contributed in excess of par value of capital stock	600,032	600,032
Retained earnings	6,575,771	5,246,889
Total capital	8,175,803	6,846,921
	$20,927,473	$18,018,352

The "notes to financial statements" on the following page are an integral part of this comparative consolidated balance sheet

NOTES TO FINANCIAL STATEMENTS

NOTE A—*Principles of consolidation*

The consolidated balance sheet of the Company at October 31, 1952 includes the accounts of the following wholly-owned subsidiaries: Fluor Maintenance, Inc., Middle-East, Inc., Middle-East Fluor, S.A., The Fluor Corporation of Canada, Ltd. and Fluor Western, Inc. The consolidated statement of income for the years ended October 31, 1952 and 1951 includes the operations of these subsidiaries for the respective periods of 100% ownership by the Company.

All intercompany accounts and transactions have been eliminated in the consolidation.

The excess of the Company's equity in the net assets of the subsidiaries over its investments therein has been included in retained earnings in the consolidated balance sheet.

NOTE B—*Accounting treatment with respect to construction contracts*

In general, the Company follows the policy of recognizing income on construction contracts in the proportion that aggregate expenditures incurred bear to the total estimated cost of the work being performed under the contracts. Fees billed in advance to customers under the terms of the contracts are considered to be deferred income and are not recognized as income until earned.

NOTE C—*Funds restricted to government contracts*

Represents unexpended balance of funds advanced by a government agency for use only on specific contracts.

NOTE D—*Federal taxes on income*

Federal income tax returns of the Company have been examined for all years to and including the year ended October 31, 1949. A reclassification of certain taxable income has been made between the years ended October 31, 1949 and 1950. As a result the Company has filed an amended return for the year ended October 31, 1949 reflecting an additional tax of approximately $130,000 and has filed a claim for refund of approximately $138,000 for the year ended October 31, 1950.

NOTE E—*Noncurrent liability*

As of August 1, 1951 the Company negotiated a 10 year, 4½%, unsecured debenture loan in the amount of $1,500,000 with New England Mutual Life Insurance Company. The note is due in semi-annual payments of $75,000 plus interest until August 1, 1961, subject to contingent and optional amortization provisions.

The loan agreement provides that the Company is required to maintain Consolidated Net Current Assets in excess of $3,500,000; is required to maintain a consolidated current ratio of at least 1.50 to 1.00 to December 31, 1952 and 1.60 to 1.00 thereafter; and is restricted as to the payment of cash dividends.

Under these requirements the Company is prohibited from paying cash dividends in excess of approximately $800,000 at October 31, 1952.

NOTE F—*Contingent liability*

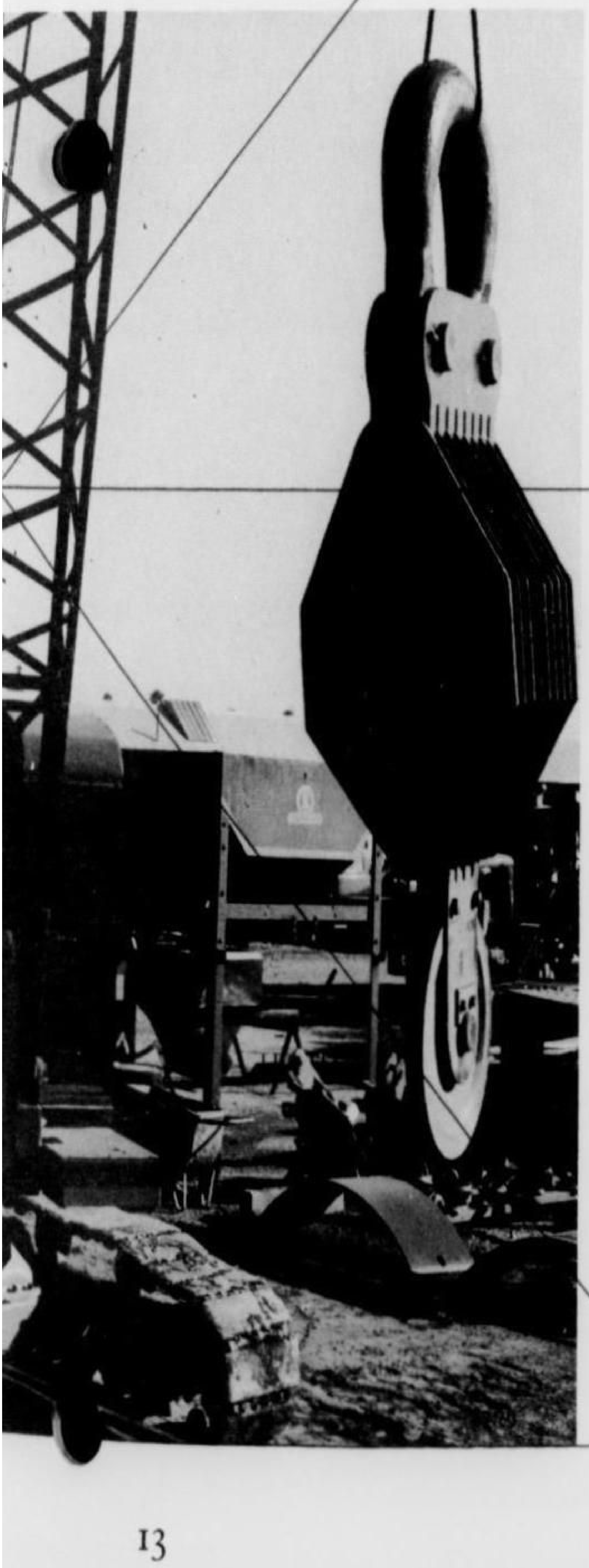
The California State Board of Equalization in 1951 filed a Notice of Assessment in the amount of $96,195.18 for sales tax on certain products manufactured in California and shipped to customers outside the State. This assessment has been appealed and it is believed by the management that the Company is not liable for such tax and no provision has been made for any part of the assessment.

NOTE G—*Renegotiation*

The Company has made sales under certain contracts with the government which may be subject to the Renegotiation Acts of 1948 and 1951 and amendments thereto. Such sales for the year ended October 31, 1951, approximated $9,500,000. The Company has estimated that renegotiable sales for the year ended October 31, 1952, approximate $14,000,000. Presently no actual renegotiation proceedings have been instituted and the Company is not in a position to know whether or not it may be obligated to refund any amount to the government. It is the opinion of the management that no provision for renegotiation is, at present, required.

NOTE H—*Sales of shares of capital stock*

The Company has made a tentative agreement for the sale of 100,000 shares of capital stock in order to provide additional working capital. If this sale is consummated the Company will realize approximately $1,500,000.



AUDITORS' CERTIFICATION

CHICAGO
NEW YORK
LOS ANGELES
OTHER
PRINCIPAL
CITIES

ALEXANDER GRANT & COMPANY
CERTIFIED PUBLIC ACCOUNTANTS
756 SOUTH BROADWAY
LOS ANGELES 14, CALIFORNIA
TRINITY 9488

Board of Directors
The Fluor Corporation, Ltd.

We have examined the consolidated balance sheet of THE FLUOR CORPORATION, LTD. *(a California corporation) and its wholly-owned subsidiaries as of October 31, 1952 and the related consolidated statement of income for the year then ended. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.*

In our opinion, the accompanying consolidated balance sheet and consolidated statement of income present fairly the consolidated financial position of The Fluor Corporation, Ltd., and its wholly-owned subsidiaries at October 31, 1952, and the consolidated results of their operations for the year then ended, in conformity with generally accepted accounting principles applied on a consistent basis.

Alexander Grant & Company
Certified Public Accountants

Los Angeles, California
December 9, 1952

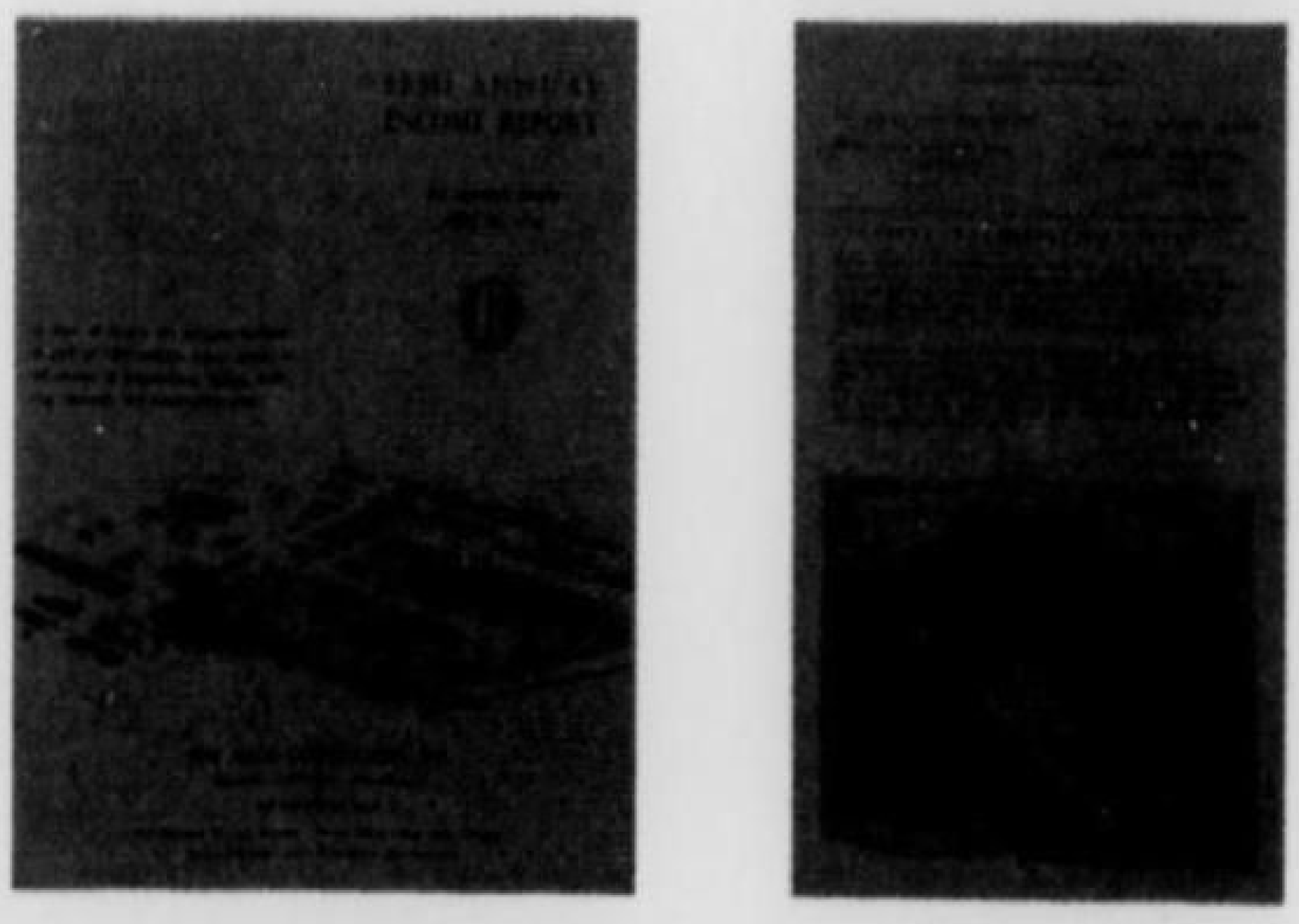
1

BUILDING ORGANIZATIONAL STRENGTH THROUGH EMPLOYEES

2,3

4,5,6

7



1. Company magazine is popular with employees.

2. First aid training given company employees.

3. Safety poster cautions workman at grinding wheel.

4. Bulletins are posted on magnetic boards.

5. Draftsmen study in evening classes.

6. Sorting incoming mail at home plant.

7. Samples of two new company publications.

COMMUNICATIONS

Realizing that good communications assist greatly in building morale, Fluor made plans during the year to bolster its internal program to keep the company's growing family more adequately informed on day-to-day developments. Bulletin board material was improved, and a semi-monthly sales letter was inaugurated in the advertising and sales promotion department to speed news items to area offices. Moreover, mail room activities were expanded and new facilities were provided for the Duplicating Center opened last year by the Engineering Division.

SAFETY

At jobsites, more stress was placed on safety, and information of safety devices was circulated among all work crews, both in and out of the United States.

CHARITY

Welfare agencies throughout the Los Angeles area again benefited from employee-management contributions of more than \$39,000 pledged during the fourth annual Combined Charity Drive held at the home plant. To implement this phase of the company's program, organization of The Fluor Foundation was completed for the purpose of assisting the Corporation in allocating charitable funds. A board of three directors will supervise Foundation activities which will also include the eventual establishment of several additional scholarships in various engineering schools.

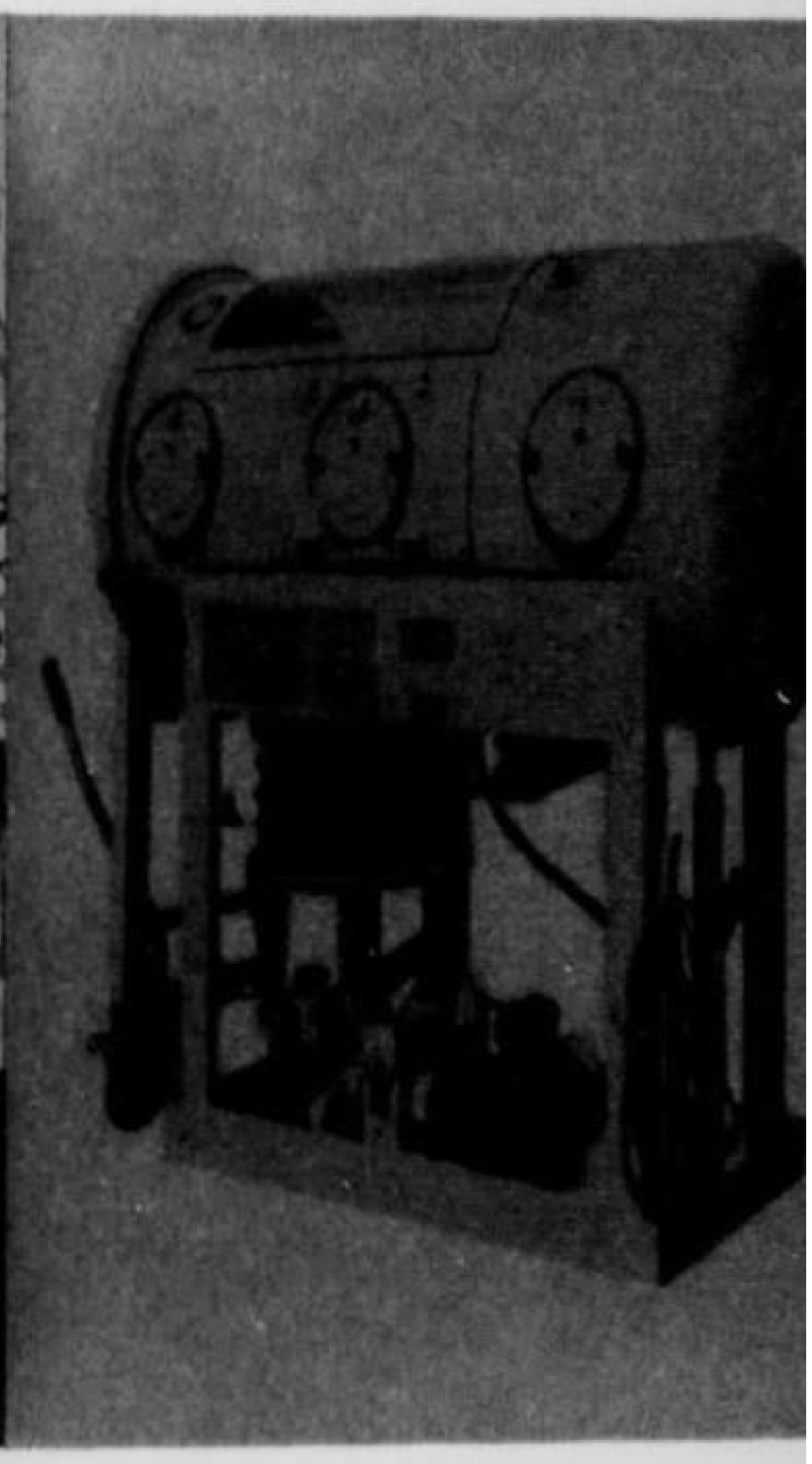
INDUSTRY-EDUCATION

The industry-education program has been expanded and Fluor is presently cooperating with numerous schools and universities through institute programs, supplying speakers for conferences, and participating in activities of learned societies. A number of employees serve various schools and colleges as instructors in evening classes, and the company's research and development staff has been very active in presenting papers and publishing technical articles on a variety of research subjects.

JUNIOR ENGINEERS

The past year brought changes in Fluor's junior engineer training program which is now on a one-year basis instead of the former two-year plan. This has the advantage of concentrating the work-day activities of each selected trainee more closely with personal specialities, and at the same time enables the junior engineers to save a year in advancing to permanent job classifications. Seven trainees are enrolled in the program at present, representing the University of Michigan, University of New Mexico, Purdue University, McGill University, Rice Institute.

Charity contributions purchase junior iron lung.



Annual charity drive obtains 100 per cent participation.

THE FLUOR CORPORATION, LTD. OFFICERS & DIRECTORS

Officers DONALD W. DARNELL, chairman of the board
J. SIMON FLUOR, president
J. ROBERT FLUOR, executive vice-president
JAMES P. WISEMAN, vice-president
MELVIN A. ELLSWORTH, vice-president
FRANCIS E. FISCHER, secretary-treasurer
JOHN T. SCHULER, assistant secretary

R. L. MERRICK, vice-president, engineering division
F. M. STEPHENS, vice-president, products division
E. M. MONCRIEF, vice-president, Mid-Continent division
G. H. DIETER, vice-president, western area sales
W. P. DOWNEY, vice-president, domestic construction
J. E. WINN, vice-president, foreign construction
LEE VAN HORN, vice-president, research and development
J. G. BOUNDS, vice-president, Middle-East area

Directors DONALD W. DARNELL, chairman
DUDLEY E. BROWNE, comptroller, Lockheed Aircraft Corporation
FRANCIS E. FISCHER, secretary-treasurer, The Fluor Corporation, Ltd.
J. ROBERT FLUOR, executive vice-president, The Fluor Corporation, Ltd.
J. SIMON FLUOR, president, The Fluor Corporation, Ltd.
SHIRLEY E. MESERVE, senior partner, Meserve, Mumper, and Hughes
DONALD ROYCE, president, William R. Staats and Company
FRANKLIN S. WADE, chairman of the board, Southern California Gas Company
JAMES P. WISEMAN, vice-president, The Fluor Corporation, Ltd.

General Counsel Meserve, Mumper, and Hughes, Los Angeles, California

Auditors Alexander Grant & Company, Los Angeles, California

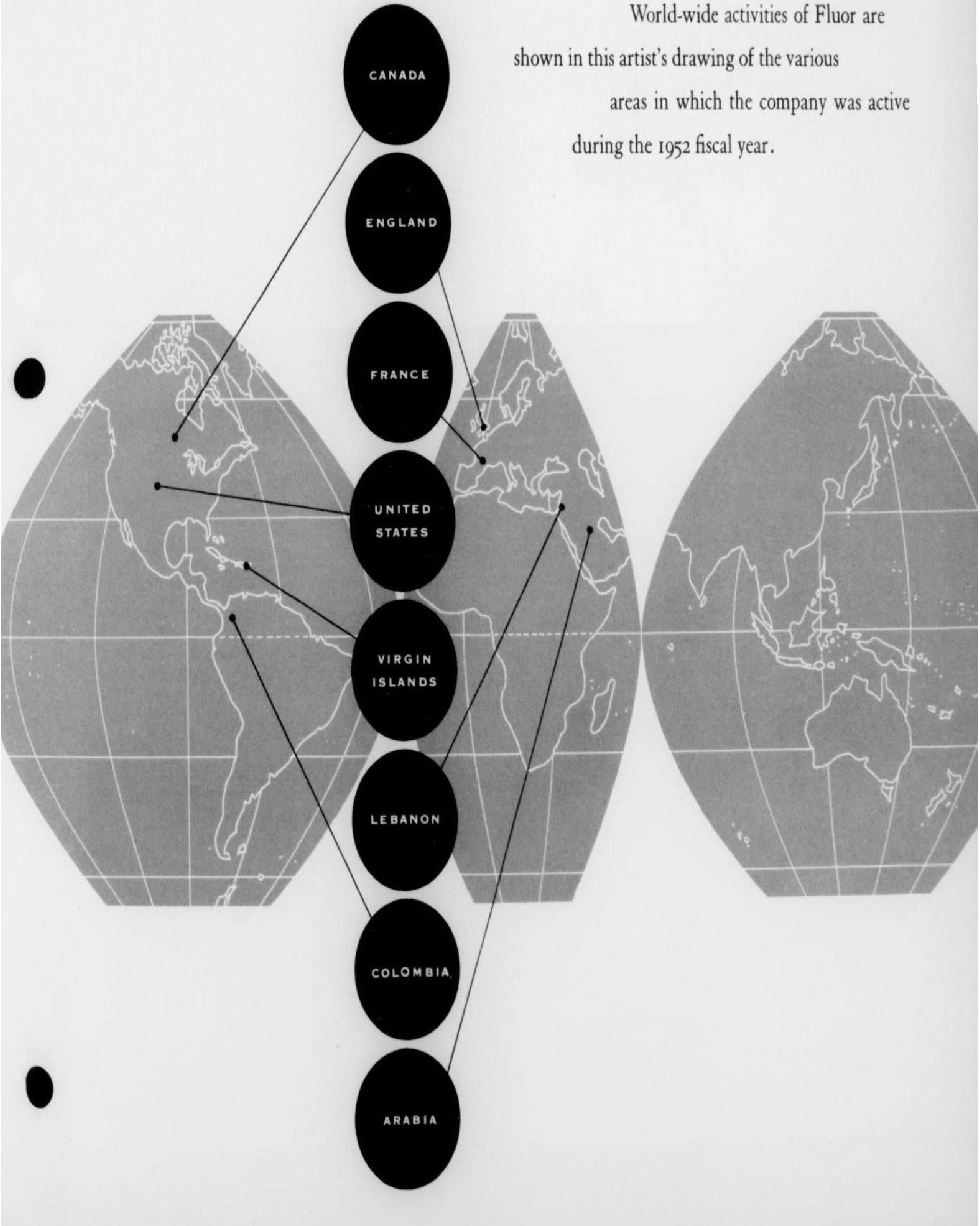
Stock transfer agent Security-First National Bank, Los Angeles, California

Stock registrar California Trust Company, Los Angeles, California

ANNUAL MEETING: The annual shareholders meeting of The Fluor Corporation, Ltd., is held on the second Monday in January at 10 a.m. at the executive offices of the home plant.

INTERNATIONAL SCOPE OF OPERATION

World-wide activities of Fluor are shown in this artist's drawing of the various areas in which the company was active during the 1952 fiscal year.



MANUFACTURING PLANTS

Paola, Kansas
Los Angeles

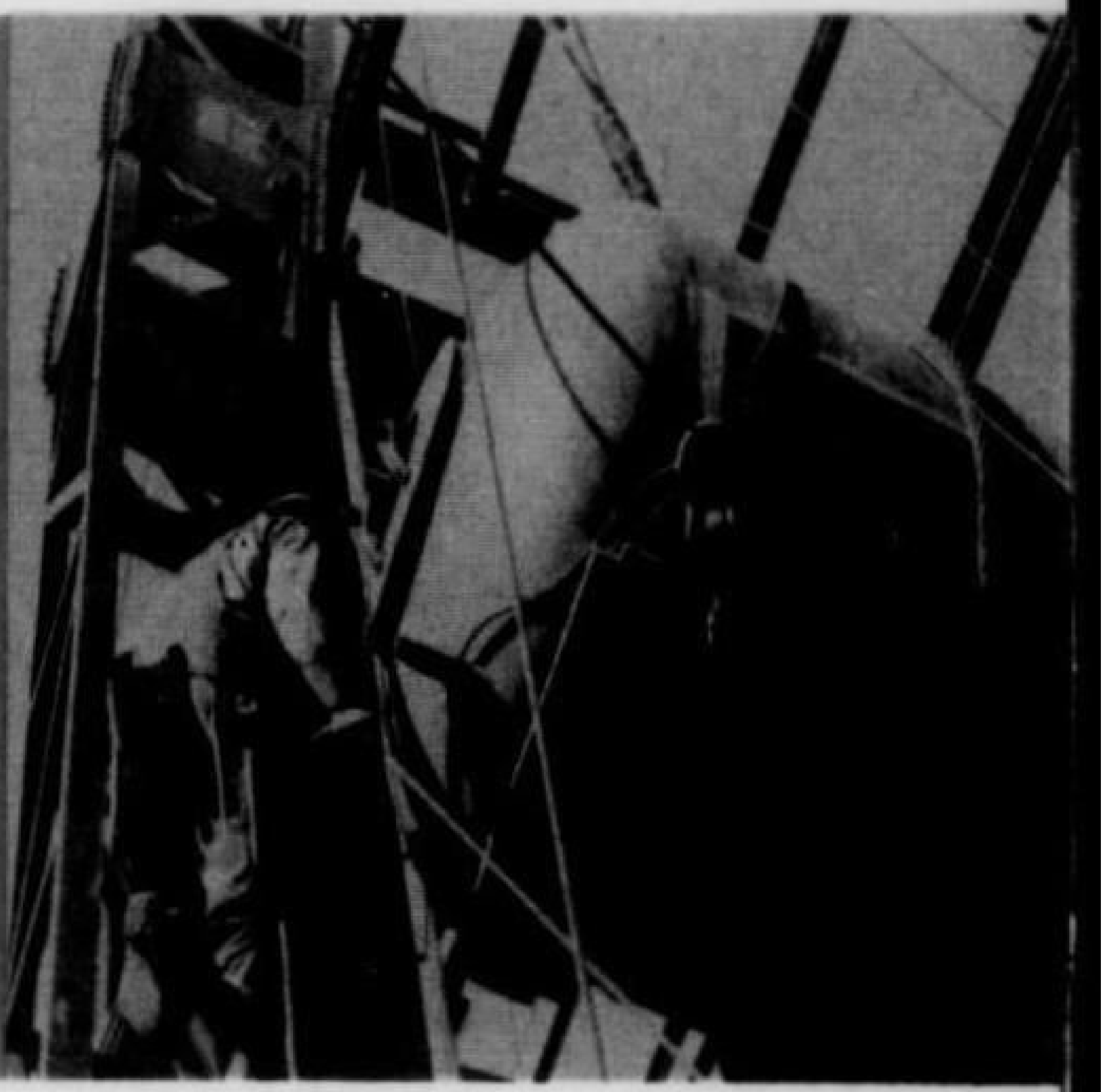
SALES AND SERVICE OFFICES

New York
Houston
Boston
Birmingham
Chicago
Pittsburgh
Los Angeles
Tulsa
San Francisco

THE FLUOR CORPORATION, LTD.

Home office: Los Angeles 22, California

SINCE 1890



FOREIGN OFFICES

FACTS-Fluor, Paris, France
The Fluor Corporation of Canada, Ltd., Toronto
Fluor International, S.A., Beirut, Lebanon
Head Wrightson Processes, Ltd., London, England

CONFIDENTIAL

Railway Survey

USA OPERATIONS MISSION TO SAUDI ARABIA
American Embassy - Jidda

OFFICIAL - INFORMAL
CONFIDENTIAL

March 10, 1954

Mr. Paul F. Taggart
Chief, Iraq, Saudi Arabia, Lebanon, Syria Division
Near East, South Asia and Africa Operations
Foreign Operations Administration
Washington 25, D. C.

Dear Paul:

I refer to your letter dated February 24th relative to a possible survey of the old Medina-Ma'an Railway. It is quite apparent from the tone of the letters received in Washington regarding the Riyadh-Jidda survey having been made by FOA that the American public still is not aware of the objectives of technical assistance programs in underdeveloped countries. I am sure FOA/W has the answers to such questions, particularly from the political point of view.

I am informed that the King is still very much interested in going ahead with the construction of the Riyadh-Jidda Railway to unite the Persian Gulf side and the Red Sea side of his country, but of course, the matter of financing such a project still has to be determined. I can assure you that the officials of SAG, as well as prominent business people of Saudi Arabia who are aware of the fact that "Point IV" did such survey, fully appreciate the cooperation given by Point IV to the Saudi Arabian Government and it is not infrequent that one can hear favorable comment on this matter. It would seem to me that the excellent job done by International Engineering on this survey was well worth the price paid for the favorable effect which it created.

The Medina-Ma'an Railway survey is quite a different matter since, as I have informed FOA/W, this railway belongs to a Moslem religious Foundation and is not a privately or Government-owned enterprise. Therefore, our doing the requested survey will not only tend to create a favorable effect on the Saudi Government, but also on the Moslem hierarchy in charge of this Foundation. Furthermore, there appears to be no question but that the Medina-Ma'an Railway will be restored in the not too far distant future, with payment for same to be made by contributions from Saudi Arabia, Syria, Jordan and probably other Moslem States, in addition to those from Moslem individuals and organizations. Since the primary objective of the Medina-Ma'an Railway is for handling traffic of Pilgrims during the Hajj, the matter of whether or not it is economically sound is not a point at stake.

I have discussed your letter under reply with Ambassador Wadsworth and he agrees that should we receive a formal request from SAG to do the Medina-Ma'an Railroad survey, it would be to our best interests to accede to such request. I might mention that, according to the estimate of Mr. Charles Buck, Vice President of International Engineering, who accompanied the party which recently made the preliminary physical check of the line, the cost of the above-mentioned survey probably would not exceed $50,000.

In the event FOA/W has further comments to make on this matter, I shall be grateful if you will let me know of them. I feel that this is the type of technical assistance which is expected of us, which falls within the objectives of FOA and which will produce the right kind of effect on the Government and people of Saudi Arabia.

Sincerely yours,

HJC

Harland J. Corson
Director
USA Operations Mission to Saudi Arabia

HJCorson:o

R. P. Sweeney

USA Operations Mission to
Saudi Arabia
Jidda

March 1, 1954

H.E. Shaikh Abdullah Sulaiman
Minister of Finance
Kingdom of Saudi Arabia
Jidda

Your Excellency:

Herewith is the preliminary economic geology report by Gus H. Goudarzi on the proposed railroad from Riyadh to Jidda.

Please accept my respects.

Sincerely yours,

Glen Brown

Glen F. Brown, Chief
Natural Resources Division

Mr. Corson

ECONOMIC GEOLOGY
ALONG PROPOSED RAILROAD ROUTE

FEBRUARY 28, 1954

BY GUS H. GOUDARZI

NATURAL RESOURCES DIVISION, USAOM

NON-METALLIC DEPOSITS

Ballast Rock and Construction Materials

Practically all the rocks in the area are hard and resistant, and are strong enough for the best aggregate railroad ballast. This is particularly true of old lava flows which are weathered in fragments of a few inches in diameter or less and extend over vast areas. Also, extensive gravel deposits cover the coastal plains and the plains east of Hanakiya, as well as along the larger wadis. They are well suited for road construction and concrete aggregate. For building purposes and ornamental stone some of the marble east of Raiis and east of Medina could support a small industry if the railroad were built. Limestone and sandstone in the portion of the route east of Anaiza may be used for rip-rap or be trimmed and used for construction stone. Doubtless, also, there is raw material suitable for the manufacture of portland cement in that region.

Salt

Salt brines occur in the flats south of Yenbo where primitive methods yield a low-grade table salt. Salt is also produced by solar methods east of Anaiza.

Gypsum

Gypsum deposits are exposed near Yenbo and in the sedimentary rocks east of the shield. The most prominent eastern beds are in the lower part of the Jilh formation and at the base of the Dhruma formation. These beds could be utilized for the production of some kinds of cement and for construction plaster. They may also be of value in water treatment.

Barite

A small deposit of barite crops out in a vein system twenty-one kilometers northeast of Rabigh. The principal vein is 350 meters long and for about 50 meters in the central portion is about 2 meters wide. In two short places it swells to a width of 3 meters. The vein system strikes N 10° W in the northern part, swinging to N 30° W at the southern end. The vein is in somewhat brecciated granite porphyry, probably a pre-Cambrian conglomerate which has been granitized. North of the principal vein at a distance of about one kilometer another smaller vein 15 to 30 centimeters wide is exposed for a distance of 60 meters N 10° W. Because of the need for barite in oil drilling operations, this deposit would supply some freight for the railroad and should be prospected by test pits.

METALLIC DEPOSITS

Gold, Silver, Lead, and Zinc

The most promising mineralized zone on the route is at Nugra, 200 kilometers east of Medina and 50 kilometers east of Arja. The Nugra zone has been mined in the past, and open stopes with numerous slag piles from ancient smelting operations are directly on the track. Another old mine and dump is six kilometers north of the track. At the auto road there are two mineralized zones separated by silicified and crystalline limestone along a large fault zone. The mineralized zones strike N 10° -15° E. and are exposed for a length of almost 150 meters, with a maximum width of 12 meters. The ancients mined quartz stringers and veinlets in the past, but the size of the stopes and the nature of the country rock suggest a replacement deposit. The oxidized ore contains malachite, azurite, and sphalerite, besides zinc and lead carbonate, and manganese oxide in vugs. The northern old workings, about 120 meters long, 12 meters wide and 10 or 12 meters deep, are in a fractured zone of silicified marble or limestone. Nearby are andesite and diorite intrusive masses. Mineralization over a width of 15 meters is associated with a quartz vein about 5 meters wide and striking N 20° E. The mineralized portion consists of quartz, calcite, and sphalerite, together with the oxides and carbonates of copper, manganese, and possibly zinc. The wall rocks are calcareous except where an andesite dike 10 meters wide has cut off the vein. Much brecciation and development of gouge minerals suggests repeated shearing and probably more than one period of mineralization. The ancient miners apparently found no gold values north of the andesite dike, but another quartz outcrop there with copper and iron staining suggests that ore may be found northward at depth.

A sample was cut across vein material over a width of about a meter at the northern workings with the following results:

Copper:	Cu	0.67%
Zinc:	Zn	15.87
Manganese:	Mn	0.95
Gold:	Au	0.6 oz. per ton
Silver:	Ag	3.57 oz. per ton

A grab sample of the manganese vugs assayed 1.11% manganese, 1.14 oz. per ton of silver, and a trace of gold.

The geologic conditions and assay results at Nugra indicate that the deposit should be explored by diamond drilling.

Similar geologic conditions exist about 60 kilometers east of Aglat at Suqur where ancient workings are found over oxidized portions of veins in calcareous para-sediments. This region should be thoroughly prospected with aerial photographs.

Northeast of El Safra considerable limonite and some quartz veins, together with fault breccia and sericite, suggest that mineralization may be present. Somewhat similar conditions exist at Wadi Zamm.

Ancient workings about 50 kilometers northeast of Mahad Dahab were also examined although about 160 kilometers south of the railroad location. Slag dumps cover a large area. In addition to the nearby diggings, a ten meter shaft and other dumps were found in the nearby hills. The mineralized zones as shown by quartz veinlets, limonite and copper-oxide stains, sericite and kaolinite, strike N 60 - 65° W. A three-meter mineralized zone is separated by 10 meters of chlorite schist from a 10-meter mineralized zone dipping 65° to the northeast. Another 7 meters of schist separate the second zone from a third zone about 6 meters wide, which strikes N 50° W. and drops 60° to the northeast.

Grab samples from the area assay as follows:

	% Copper	Gold	Silver
Vein material:	1.69	trace	.07 oz. per ton
	1.68	trace	
Wall rock schist:	1.35	trace	0.2 oz. per ton
	1.49	trace	
Slag mined by ancients:	1.30	trace	
	1.14	trace	

Possibly this deposit may warrant diamond drilling to determine if a large low-grade copper deposit exists.

USA OPERATIONS MISSION TO SAUDI ARABIA
American Embassy - Jidda

January 31, 1954

OFFICIAL - INFORMAL
UNCLASSIFIED

Dear Paul:

Several weeks ago the narrative copies, as well as the specification copies of the railway survey prepared by the International Engineering Company covering the proposed Riyadh-Medina-Jidda Railroad were received here by Mr. Charles Buck of the above company. Two copies of these books were presented to H.E. Shaikh Abdullah Sulaiman, Minister of Finance, on January 21 by the undersigned, together with a transmittal letter, as per copy attached.

These copies were not presented sooner to the Minister of Finance since our new Ambassador here - George Wadsworth - had asked me to go with him to Dhahran (where the King was visiting at the time) while he presented his credentials, and it was felt that that would be an excellent opportunity for the Ambassador to hand a copy of both the narrative and specification books to the King for his information. This was done and the impression created was well worthwhile. We might also state that the Minister of Finance was highly pleased to have his copies of the survey report. He has asked for additional copies and Mr. Buck is arranging to have these sent to him by the International Engineering Company through this office. Some of these copies will be passed on to HRH Prince Talal, Minister of Transportation and Communications.

Sincerely yours,

HJC

Harland J. Corson, Director
USA Operations Mission to Saudi Arabia

Encl. -
As above

Mr. Paul F. Taggart,
Chief, Iraq, Saudi Arabia, Lebanon, Syria Division,
Near East, South Asia and Africa Operations,
Foreign Operations Administration,
Washington 25, D. C.

RRTn

UNITED STATES OF AMERICA
~~TECHNICAL COOPERATION ADMINISTRATION~~
USA OPERATIONS MISSION TO SAUDI ARABIA
Jidda

MEMORANDUM January 30, 1954

TO : Harland J. Corson, Director

FROM: Robert D. Dolley, Chief, Education Division

I had a very brief conference with His Royal Highness Prince Talal this morning in his offices at which time I presented him with the original copies of our proposed communications project. Pending the Prince's review of the Arabic version of this project, he advised me that he would be ready to sign it on February 1st. I hope that it will be possible to consummate this contract at that time.

RR Survey ②

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USA OPERATIONS MISSION TO SAUDI ARABIA
Jidda

January 23, 1954.

MEMORANDUM TO: Mr. Fuad Najjar, Acting Director,
Liasion Office.

FROM: Harland J. Corson, Director.

RE: Report of Railway Survey.

I am transmitting herewith, for your files, one copy each of the reports covering the railway survey of proposed line between Riyadh and Jidda, as set forth below:

1. Report on the Riyadh-Jeddah Section of the Saudi Government Railroad.
2. Specifications and Drawings for the Riyadh-Jeddah Section of the Saudi Government Railroad.

RR Survey ①

USA OPERATIONS MISSION TO SAUDI ARABIA
American Embassy - Jeddah

January 21, 1954

Excellency:

At the request of Your Excellency, this Mission was asked to make a survey of the most feasible route for a proposed railroad line between Riyadh and Jeddah. In accordance with such request we immediately contacted engineering firms in the United States for the purpose of making this survey, and it was finally decided that the International Engineering Company, Inc., of San Francisco, California, a subsidiary of Morrison-Knudsen, Inc., the largest general contracting and engineering company in the world, be commissioned to make this survey.

This survey has now been completed and I take extreme pleasure in submitting to Your Excellency two copies each of "Report on the Riyadh-Jeddah Section of the Saudi Government Railroad" and a volume entitled, "Specifications and Drawings for the Riyadh-Jeddah Section of the Saudi Government Railroad."

The report and volume containing the specifications and drawings cover in minute detail a survey of the proposed railroad route between Riyadh and Jeddah.

I wish to convey to Your Excellency that it has been a distinct pleasure to carry out this project for the Saudi Arabian Government, and that we are at all times eager to cooperate in all matters pertaining to the progress of Your Excellency's country.

I have the honor to be, Your Excellency,

Very truly yours,

Harland J. Corson, Director
USA Operations Mission to Saudi Arabia

Enclosures -
As above

His Excellency,
Shaikh Abdullah Sulaiman,
Minister of Finance,
Kingdom of Saudi Arabia,
Jeddah.

HJCorson:o

RR Survey ①

USA OPERATIONS MISSION TO SAUDI ARABIA
Jidda

December 31, 1953

OFFICIAL - INFORMAL
UNCLASSIFIED

Dear Paul:

Several days ago Fred Zahid, Technical Advisor to the Minister of Transportation and Communications, called at this office on behalf of the Minister to ascertain whether or not USAOM would furnish technical assistance for the reopening of the Medina-Jordan Railroad which, as you may know, has been abandoned since World War I. Mr. Zahid informed us that the King is very much interested in reopening this railroad, but first wants to know what the cost would be to do so on the basis of the present narrow gauge and on the basis of European standard gauge. We informed Mr. Zahid that we would develop the matter with you, but that if such assistance were granted, its cost would probably be deducted from the amount set aside for roads under the FY-54 Economic Aid funds.

We feel that the above request should be granted provided the cost would not exceed an amount of about $75,000.

We shall appreciate your letting us have your views in this connection.

Sincerely yours,

HC

Harland J. Corson
Director
USA Operations Mission to Saudi Arabia

Mr. Paul F. Taggart
Chief, Iraq, Saudi Arabia, Lebanon, Syria Division
Near East, South Asia and Africa Operations
Foreign Operations Administration
Washington 25, D. C.

HJCorson:o

File

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UNITED STATES OPERATIONS MISSION
TO SAUDI ARABIA

Jidda, November 30, 1953.

OFFICIAL - INFORMAL

Dear Paul:

Referring to your letter of November 17th, with which you enclosed copy of "Advance Copy" of the report prepared by the International Engineering Company, Inc., covering the proposed line of railroad from Riyadh to Jidda:

Ed. Sinclair and I have gone over the report and we both feel that it is a very comprehensive piece of work and very well done, especially as to details of the work in question.

We shall await with interest receiving copy of the completed report.

Sincerely yours,

Harland J. Corson
Director
U. S. Operations Mission
to Saudi Arabia

Mr. Paul F. Taggert,
Chief, Iraq-Saudi Arabia-Lebanon-Syria Division,
Near East, South Asia and African Operations,
Foreign Operations Administration,
Washington, 25, D. C.

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UNITED STATES OF AMERICA
~~TECHNICAL COOPERATION ADMINISTRATION~~
UNITED STATES OPERATIONS MISSION
TO SAUDI ARABIA

Jidda, November 29, 1953.

MEMORANDUM TO: Mr. Harland J. Corson,
Director.

FROM: E. F. Sinclair, Chief, Transportation
and Communications Division.

RE: Railway Survey Report - "Advance Copy".

Referring to the attached "Advance Copy" of the report received from the International Engineering Company, Inc., covering the railway survey:

I think the report covers the work to be done in an admirable manner, and goes into considerable detail with respect to the method used in making the survey, conditions of the territory along the proposed route, actual work to be done incident to staking the route, and the required equipment, stations, shops, other buildings, etc., necessary to operate the railroad.

Naturally, perhaps some of the statements concerning certain conditions and living standards in the country might be debatable, but then, on the other hand, this is more or less true of statements made in all such reports of this nature.

FOREIGN OPERATIONS ADMINISTRATION
Washington 25, D.C.

UNITED STATES OF AMERICA

November 17, 1953

OFFICIAL-INFORMAL-RESTRICTED

Mr. Harland J. Corson
Director, United States of America
Operations Mission to Saudi Arabia
c/o American Embassy
Jidda, Saudi Arabia

Dear Harland:

I am forwarding herewith an "Advance Copy" of the report prepared by International Engineering Company, Inc. on the proposed Saudi Arabian Government Railroad between Riyadh and Jidda. Also enclosed is a copy of the transmitting letter of November 12 from the Company.

This looks like a fine piece of work. Your comments and those of Ed Sinclair will be greatly appreciated.

Sincerely yours,

Paul

Paul F. Taggart
Chief, Saudi Arabia-Iraq-Lebanon-Syria Division
Near East, South Asia and Africa Operation

Enclosures:
"Advance Copy" of Report
Copy of Letter of November 12

Ans. 11/20/53

ERP
O/NEA:ERPierce:veb

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

November 12, 1953

Address Reply to:
Suite 811, DuPont Circle Bldg.
1346 Connecticut Avenue
Washington 6, D. C.
Telephone Hobart 2-2731

Foreign Operations Administration
Washington 25, D. C.

Gentlemen:

We are pleased to hand you herewith two advance copies of the report on the proposed Saudi Arabian Government Railroad.

We wish to make particular reference to the fact that this is an advance copy and that the entire report including the economic justification data is still in preparation together with the design data.

We shall be very pleased if you will review this and let us have the advantage of your comments.

Very truly yours,

Fred J. Huber

FJH/rb
Encl. 2 Advance Copies of
the Railroad Report

Ry Survey

C
O
P
Y

Jidda, Saudi Arabia
November 16, 1952

MEMORANDUM TO: Sadek Bey Husseinie
Director, Liaison Office
Technical Cooperation - Saudi Arabian Government

FROM: Edward Betzig
Acting U.S. Country Director
of Technical Cooperation
in Saudi Arabia

RE: Housing Accommodations for Railway
Survey Project Manager and Technicians

In accordance with the terms of the Railway Survey Project Agreement and the Aerial Survey Project Agreement, it is requested that your office make the necessary arrangements to provide quarters for the contract personnel assigned to these projects.

The railway contract employees will be working between Jidda andRiyadh and will need quarters in these cities whenever not working in the field. The Aerial Survey employees will be stationed at Jidda during the period of this work and will need quarters for approximately seven (7) men.

It is also requested that an apartment be reserved in the apartment house now being constructed on theBaker Compound. This apartment is to beused by Mr. Charles Buck, Project Manager.

It is believed that these arrangements have to be made through the Finance Ministry. Your cooperation in this respect is most appreciated.

File

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UNITED STATES OPERATIONS MISSION
TO SAUDI ARABIA

Jidda, November 29, 1953.

MEMORANDUM TO: Mr. Harland J. Corson,
Director.

FROM: E. F. Sinclair, Chief, Transportation
and Communications Division.

RE: Railway Survey Report - "Advance Copy".

Referring to the attached "Advance Copy" of the report received from the International Engineering Company, Inc., covering the railway survey:

I think the report covers the work to be done in an admirable manner, and goes into considerable detail with respect to the method used in making the survey, conditions of the territory along the proposed route, actual work to be done incident to staking the route, and the required equipment, stations, shops, other buildings, etc., necessary to operate the railroad.

Naturally, perhaps some of the statements concerning certain conditions and living standards in the country might be debatable, but then, on the other hand, this is more or less true of statements made in all such reports of this nature.

Ry Survey

AGREEMENT FOR A COOPERATIVE RAILWAY SURVEY PROJECT
BETWEEN
THE GOVERNMENT OF THE UNITED STATES OF AMERICA
AND
THE KINGDOM OF SAUDI ARABIA

The Government of the United States of America and the Government of Saudi Arabia have agreed as follows:

ARTICLE I

Pursuant to the General Agreement for Technical Cooperation signed on behalf of the two Governments at Jidda on January 17, 1951, and at the request of the Government of Saudi Arabia in Notes No. 4111 and No. 4112 of March 16, 1952, and pursuant to the Transportation and Communication Program Agreement between the Governments of the United States of America and the Kingdom of Saudi Arabia, a cooperative railway survey project, subject to the terms and conditions of the said General Agreement, shall be initiated in Saudi Arabia. The obligations assumed herein by the Government of Saudi Arabia will be performed by it through the Ministry of Finance of Saudi Arabia, represented by the Minister of Finance (hereinafter referred to as the "Minister"). The obligations assumed herein by the Government of the United States of America will be performed by it through the Technical Cooperation Administration of the Department of State, an agency of the Government of the United States of America, represented in Saudi Arabia by the United States Director of Technical Cooperation (hereinafter referred to as the "Director"). Any right, privilege, power, or duty conferred by this Agreement upon either the Minister or the Director may be delegated by either of them to any of his respective assistants, provided that each such delegation be acceptable to the other. Such delegation shall not limit the right of the Minister and the Director to refer any matter directly to one another for discussion and decision.

ARTICLE II

The purpose of this cooperative project is to stimulate and increase the interchange of technical knowledge and skill between the two countries and to facilitate the economic development of Saudi Arabia through the preparation of a survey of a railroad route between Riyadh and Jidda of the character and completeness required to permit the Government of Saudi Arabia to let contracts for the final engineering design and construction of the railroad and a final location survey, with detailed design, of 50 miles of such route. The route to be surveyed shall be established by agreement between the Director and the Minister on the basis of a preliminary survey and recommendation by the Contractor referred to in Article III. The railway survey shall be prepared under the supervision of the Director, with the concurrence of the Minister, and on completion the report of the survey shall be delivered by the Director to the Government of Saudi Arabia.

ARTICLE III

The two Governments shall make the following contributions to the cooperative project:

1. The Government of the United States of America, through a private contractor acceptable to the Government of Saudi Arabia and such subcontractors as it may employ (all hereinafter referred to as "Contractors"), shall furnish technicians and technical equipment required for the making of the survey and shall pay the dollar costs thereof in an amount not to exceed $330,000,and, in addition, shall pay such other expenses of an administrative nature as it may incur in connection with this project.

2. The Government of Saudi Arabia shall make available in Rials the sum of ____________(the Rial equivalent of $27,000), in such manner and in such installments as the Director may request, to cover the Rial costs of food for contractor's technicians, petroleum fuel and lubricants, wages of Saudi Arabian personnel, and certain other Rial expenses of carrying out the railroad survey project.

3. In addition, the Government of Saudi Arabia shall furnish adequate and suitable housing in Jidda for the principal Contractor's project manager and his family and for ten technicians in Jidda or Riyadh as required; canteen privileges

and access to laundry facilities for Contractors' personnel in Jidda and Riyadh; access to shop facilities for the repair of Contractors' equipment; suitable office space in Jidda; aircraft and crews as required for preliminary air reconnaissance of proposed railroad routes; access to and prints of any existing available aerial photographs of the proposed railroad right-of-way; and police protection for Contractors' personnel and equipment when and if required in any area in Saudi Arabia.

4. The Government of Saudi Arabia further agrees to hold the Contractors harmless from civil suits brought against the Contractors by third parties for injury or property damage arising out of the carrying out of this project in Saudi Arabia, to grant to personnel of the Contractors, other than Saudi Arabian personnel, and accompanying members of their families, engaged on this project the exemptions from taxes and duties provided in Article IV of the General Agreement for Technical Cooperation, to grant with respect to funds, material, and equipment introduced into Saudi Arabia by the Contractors for use on this project the exemptions provided in Article III, section 2, of the said General Agreement, and to grant to the Contractors exemption from all corporate and business taxes applied solely by reason of the Contractors' activities in connection with this project.

ARTICLE IV

This Cooperative Railway Survey Project Agreement shall become effective on the date of signing and shall remain in force for a period of one year or until three months after either Government shall have given notice in writing to the other of intention to terminate it, whichever is earlier.

This understanding is prepared in duplicate and signed at the Ministry of Finance on 22 Safor, 1372, (10th November, 1952)

Raymond A. Hare
American Ambassador to the
Kingdom of Saudi Arabia

Sheikh Abdullah Sulleiman
Minister of Finance
Kingdom of Saudi Arabia

Samuel S. Stratton
U. S. Director of Technical
Cooperation in Saudi Arabia

October 3, 1953

MEMORANDUM

TO: Mr. E. F. Sinclair

FROM: Rolf T. Skrinde

SUBJECT: Supplies and Equipment

Today I have received the following T.C.A. items:

1 set drawing instruments

1 slide rule

1 engineer scale

1 millimeter scale

1 cloth tape (50 ft.)

3 triangles

Chron III
RR Survey

RESTRICTED --- RESTRICTED

TELEGRAM RECEIVED:

If payment is in dollars, have local bank for SAG issue dollar draft to Treasurer of U.S. and have USDO transmit dollar draft by OM with copy for TCA/MC. For credit 198502. After deposit in above receipt account a DS-1502 will be issued to post under account 19X8502 so that obligations and disbursements can be made.

If payment in local currency USDO shall deposit to account 19891 from which disbursement can be made.

Suggest you explore desirability using methods authorized FS Pt 4 Circular 24, Oct 2, 1952, Handle future projects involving joint funds.

Transaction undereither 19X8502 or 19,891 should be reported on separate DS 910 in regular manner.

ACHESON

1/7

UNCLASSIFIED

By Dunaway F1/62
translator
affifi

Charles E. Buck
International Engineering Co.
74 New Montgomery Street
San Francisco, California

August 4, 1953

UNN

UNCLASSIFIED

Afifi to leave here August 5, arriving San Francisco about August 11.

DUNAWAY

EFSinclair/djb

UNCLASSIFIED

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 26, 1953

TELEGRAM RECEIVED

Date Sent: July 23, 1953

Number: UN

FROM: SEN FRANCISCO

Date Received: July 25, 1953

FOR DUNAWAY

PLEASE ADVISE WHEN CAN EXPECT AFIFI

BUCK

TCA DISTRIBUTION:
f-1 Sinclair
~~I-2~~
CHRON III

ACTION BY:
SINCLAR

UNCLASSIFIED

COPY

Pig Survey

TELEGRAM - INCOMING

UNCLASSIFIED

Date: July 13, 1953
Control: UNN
Recd: July 14, 1953

FROM: SAN FRANCISCO

FOR DUNAWAY

AIRMAILING NOTARIZED STATEMENT TODAY

BUCK

ga

Distribution:

1-Jones
1-TCA
1-File

Dunaway

ITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 15, 1953

Date Sent: July 10, 1953

Number: UNN

Date Received: July 12, 1953

TELEGRAM RECEIVED

FROM: SAN FRANCISCO

LT AMERICAN. Read 3rd txt transportation rpt for Dunaway transportation cabled etc

TCA DISTRIBUTION:
f-1 (Sinclair)
f-2
CHRON III

ACTION BY:
SINCLAIR

UNCLASSIFIED

Py Survey

f-1
f-2 (Sinclair)
CHRON III

Charles Buck
International Engineering
74 New Montgomery Street
San Francisco, California

July 13, 1953

UNN

Impossible have Afifi Frisco July 20. Must await clearances and notarized statement from you. Will keep you informed.

DUNAWAY

TCA:EFSinclair:pm

UNCLASSIFIED

Ry Survey

TED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

TELEGRAM RECEIVED

Current Date July 12, 1953

Date Sent: July 10, 1953

Number: UNN

FROM: SAN FRANCISCO

Date Received: July 12, 1953

FORDUNAWAY

Will require Mousa Afifi arrive San Francisco July 20. Will cable transportation

BUCK

TCA DISTRIBUTION:
f-1 (Sinclair)
~~f-2~~
CHRON III

ACTION BY:
SINCLAIR

UNCLASSIFIED

UNCLASSIFIED

Ry Dunaway

ED STATES OF AMERICA
ECHNICAL COOPERATION ADMINISTRATION

TELEGRAM RECEIVED

Current Date July 12, 1953

Date Sent: July 10, 1953

Number: U N

FROM: SAN FRANDISCO

Date Received: July 12, 1953

FOR DUNAWAY

TRANSPORT CABLED TWA JEDDAH FOR AFIFI. REQUEST HE CABLE FLIGHT NUMBER AND ARRIVAL DATE NEW YORK AND FRISCO

BUCK

TCA DISTRIBUTION:
f-1 (Sinclair)
~~f-2~~
CHRON III
ACTION BY:
SINCLAIR

UNCLASSIFIED

Ref. Survey

File 1 ✓
2
CHRON III

UNCLASSIFIED

C. E. Buck, July 11, 1953
International Engineering Co. Inc.
74 New Montgomery St. WIROM
San Francisco, Calif.

UNCLASSIFIED

Our Embassy needs soonest notarized statement in duplicate by IECo. guaranteeing translator's roundtrip transportation cost and subsistence while in States.

DUNAWAY

EFSinclair:o

UNCLASSIFIED

Rig Survey

f-1
f-2 (pending - Sinclai
chron III

Charles E. Buck
International Engineering Co.
74 New Montgomery Street
San Francisco, California

July 9, 1953

UNN

Mousa Afifi name of translator. Handling necessary arrangements for trip.

DUNAWAY

TCA:EFSinclair:pm

File 1 Ry Survey

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

May 21, 1953

MEMORANDUM

TO: Mr. Sadek Husseini, Director
Liaison Office for Technical Assistance

FROM: John A. Dunaway, Acting U. S. Director of
Technical Cooperation in Saudi Arabia

SUBJECT: Translation of Railroad Survey.

With reference to the letter of Mr. C. E. Buck of the International Engineering Company for the services of a translator, I would appreciate it if you will transmit the substance to H.E. The Minister of Finance. In case His Excellency does not care to recommend anyone for this work, I would appreciate your aid in helping recruit a suitable person.

It should be explained that the services of a translator will be required principally in preparing maps, profiles and other material which has to be printed or otherwise reproduced in the U.S.A. and not for the other sections of the report which will be submitted in English for translation by your staff in the same manner as all other TCA reports.

JADunaway:o

cc: Mr. C. E. Buck
Mr. E. W. Sinclair

File / D

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

MEMORANDUM

May 16, 1953

TO: Mr. John A. Dunaway
Acting U.S. Director of Technical Cooperation in Saudi Arabia

FROM: Edward F. Sinclair
Inspector, Railroad Survey

RE: Translation of Survey Report

This is in reference to your memorandum of May 16th relative to the translation of the Railroad Survey Report.

I personally feel that the report should be delivered to SAG in such a manner as will enable them to read and discuss it immediately upon its receipt, without going to the trouble to wait and have it translated.

It is my opinion that such a translation could not be properly made here after we receive the report in English from the Engineering Company, which as you know will come from their office in San Francisco. No doubt there would be several technical questions arise with respect to the proper translation that could only be answered by the engineers who made the survey and such engineers should be where the party making the translation could readily contact them. Otherwise, it would be necessary to correspond with the Engineering Company in San Francisco as to just what was meant by certain technical phraseology in the report and the time involved would further delay delivery of the report to SAG. I have been informed that ARAMCO and other private contractors doing business with SAG submit all of their reports in both English and Arabic.

Inasmuch as so much money has already been expended in connection with this contract, I do not feel that we should at this time jeopardize our position with SAG by giving to them a translation which I am certain, if not done under the guidance of the Engineering Company, would contain many misinterpretations of what the English report actually set forth. The cost involved for the work in question, approximately 1% of the total contract price, will be within the original budget as approved by TCA. I am therefore of the opinion that the expense involved in hiring an Arab to do the translation as outlined by Mr. Buck is a proper charge under the contract.

cc: Mr. Buck
Mr. Husseini

F-1
F-2
Chron.

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

May 16, 1953

MEMORANDUM

TO: E. F. Sinclair
Inspector, Railroad Survey

FROM: J. A. Dunaway, Acting U.S. Director of
Technical Cooperation in Saudi Arabia

RE: Translation of Survey Report

I note a copy of a letter of May 12, 1953, from C. E. Buck of the International Engineering Company to Sadek Husseini requesting the nomination of a Saudi citizen for employment in the U.S.A. office of the Company for translation of the survey report.

I call your attention to the provision of the agreement between the U.S.A. and the International Engineering Company which has a bearing on this matter: Art. I, 2-B, "The Contractor shall complete and deliver, as the TCA shall direct, the railroad survey, acceptable to the Inspector, specified in paragraph A of this Article I, within 12 months after the entry into force of this Agreement."

Your attention is also called to Art. I, 2-E of the Agreement which provides in effect that all expenditures for personal services shall be made in accordance with a budget prepared by the Contractor and approved by TCA.

Please also note the last sentence of Art. II of the Agreement between U.S.A. and SAG for a cooperative Railway Survey Project. As you know, as a part of SAG contribution to the joint cooperative program, all reports and other communications requiring translation are handled by the staff of the Liaison Office. While this translation service is not specifically provided for in all agreements, there is such provision in the agreement on Public Finance and there is no contrary provision in any of the other agreements.

Will you please examine all documents relevant to this matter with a view of determining whether the proposed expense is a proper charge against the U.S.A. under the terms of the agreement with the International Engineering Company. Please report to me your decision on this matter before final action is taken for the employment of the above-mentioned translator.

JAD

John A. Dunaway
Acting U.S. Director of
Technical Cooperation in
Saudi Arabia

cc: Mr. C.E. Buck, International Eng.Co.
Mr. Sadek Husseini

File 15

Sadak Hussein,
Director, Liason Office,
Saudi Arabian Government,
TCA,
Jeddah, Saudi Arabia

May 13, 1953

Dear Sadak:

On or about July 15th, International Engineering Co. will require the services of a person qualified to translate English into Arabic. The work will consist of translating the Railroad Survey Report which will be prepared in the International Engineering Co., offices in San Francisco, California.

International Engineering Co. will pay all traveling expenses, expenses while in the United States (food and housing) and a salary of three hundred dollars per month to the person selected for the assignment.

Will you please advise if the Finance Ministry wishes to recommend some one for this assignment.

Yours truly,

C. E. Buck
C. E. Buck

cc; J. A. Dunaway ✓
E. F. Sinclair

CEB:db

Mr Dunaway
To note
EFS
8/5

Rly Survey
translator

File

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

August 3, 1953

Mr. E. F. Sinclair
Chief Transportation & Communication
Technical Cooperation Administration
American Embassy
Jeddah, Saudi Arabia

Dear Ed:

On July 23rd we cabled Dunaway as follows:

"PLEASE ADVISE WHEN WE CAN EXPECT AFIFI."

We have not received an answer as of today, so am wondering if he received the cable. Will you please advise by cable when Afifi will arrive in San Francisco? We are ready for him to start work and if he doesn't arrive by August 15th, we will be delayed winding up the report.

Regards.

C. E. Buck

CEB:kh
C. E. Buck

We sent wire on
Aug. 3rd

UNCLASSIFIED

Ry Survey File

Translator

Charles E. Buck
International Engineering Co.
74 New Montgomery Street
San Francisco, California

August 4, 1953

UNN

UNCLASSIFIED

Afifi to leave here August 5, arriving San Francisco about August 11.

DUNAWAY

RFSinclair/djh

UNCLASSIFIED

UNCLASSIFIED

Sinclai

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 26, 1953

TELEGRAM RECEIVED

Date Sent: July 23, 1953

Number: UNN

FROM: SAN FRANCISCO

Date Received: July 25, 1953

FOR DUNAWAY

PLEASE ADVISE WHEN CAN EXPECT AFIFI

BUCK

awaiting Cyprus + Palestine clearances; expect to get them on the 28th July. E.K.S.

TCA DISTRIBUTION:
~~f-1~~ Sinclair
f-2
CHRON III

ACTION BY:
SINCLAIR

UNCLASSIFIED

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

July 13, 1953

Mr. John A. Dunaway
Director
Technical Cooperation Administration
American Embassy
JEDDAH, SAUDI ARAHIA

Dear Sir:

As per your cable request, enclosed please find notarized statement, guaranteeing round-trip transportation from Jeddah to San Francisco and subsistence during stay in the U.S. for Mousa Afifi.

Very truly yours,

C. E. Buck

C. E. Buck

CEB:kh

encl.

Recd 7/24/53
and taken to Embassy same day.
E.B.
7/24/53

COPY

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO, 5, CALIFORNIA

July 13, 1953.

To: United States Embassy - Jeddah, Saudi Arabia

In connection with the trip of the translater, Mousa Afifi, to the United States, International Engineering Company, Inc. does hereby guarantee the following costs:

(a) Round-trip transportation from Jeddah, Arabia to San Francisco, California.

(b) Subsistance during Mousa Afifi's stay in the United States.

INTERNATIONAL ENGINEERING COMPANY, INC.,

By: (Signed) J. E. Jessen,
Ass't. Secretary.

Subscribed and sworn to before me this
13th day of July, 1953.
(Sgd.) Ochiltree, Notary Public.
In and for the County of San Mateo, State
(SEAL) of California.
My Commission Expires April 15, 1957

[illegible]

COPY

TELEGRAM - INCOMING

UNCLASSIFIED

Date: July 13, 1953
Control: UNN
Recd: July 14, 1953

FROM: SAN FRANCISCO

FOR DUNAWAY

AIRMAILING NOTARIZED STATEMENT TODAY

BUCK

ga

Distribution:

1-Jones
1-TCA
1-File

Noted
EHG
7/16

UNCLASSIFIED

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 15, 1953

TELEGRAM RECEIVED

Date Sent: July 10, 1953

Number: UNN

FROM: SAN FRANCISCO

Date Received: July 12, 1953

LT AMERICAN. Read 3rd txt transportation rpt for Dunaway transportation cabled etc

Talked with Mr. Dunaway about this cable 7/15/53

TCA DISTRIBUTION:
~~f-1~~ (Sinclair)
f-2
CHRON III

ACTION NO:

SINCLAIR

UNCLASSIFIED

f-1
f-2 (Sinclair)
CHRON III

Charles Buck
International Engineering
74 New Montgomery Street
San Francisco, California

July 13, 1953

URN

Impossible have Afifi Frisco July 20. Must await clearances and notarized statement from you. Will keep you informed.

DUNAWAY

TCA:EFSinclair:pm

UNCLASSIFIED

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 12, 1953

TELEGRAM RECEIVED

Date Sent: July 10, 1953

Number: UNN

FROM: SAN FRANCISCO

Date Received: July 12, 1953

FORDUNAWAY

Will require Mousa Afifi arrive San Francisco July 20. Will cable transportation

BUCK

awaiting clearance
~~[illegible]~~
and b/ D + Set

TCA DISTRIBUTION:
~~f-1~~ (Sinclair)
f-2
CHRON III

ACTION BY:
SINCLAIR

UNCLASSIFIED

UNCLASSIFIED

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Current Date July 12, 1953

TELEGRAM RECEIVED

Date Sent: July 10, 1953

Number: U N

FROM: SAN FRANDISCO

Date Received: July 12, 1953

FOR DUNAWAY

TRANSPORT CABLED TWA JEDDAH FOR AFIFI. REQUEST HE CABLE FLIGHT NUMBER AND ARRIVAL DATE NEW YORK AND FRISCO

BUCK

TCA DISTRIBUTION:
~~f-1~~ (Sinclair)
f-2
CHRON III

ACTION BY:
SINCLAIR

UNCLASSIFIED

Mr. Sinclair

UNCLASSIFIED

C. E. Buck,
International Engineering Co. Inc.
74 New Montgomery St.
San Francisco, Calif.

July 11, 1953

WIROM

UNCLASSIFIED

Our Embassy needs soonest notarized statement in duplicate by IECo. guaranteeing translator's roundtrip transportation cost and subsistence while in States.

DUNAWAY

EFSinclair:c

UNCLASSIFIED

f-1
f-2
chron III

Charles E. Buck
International Engineering Co.
74 New Montgomery Street
San Francisco, California

July 9, 1953

UNN

Mousa Afifi name of translator. Handling necessary arrangements for trip.

DUNAWAY

TCA:EFSinclair:pm

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

Recd 7/8/53
E/S

July 3, 1953

Mr. E. F. Sinclair
Chief, Transportation & Communications
Technical Cooperation Administration
American Embassy
Jeddah, Saudi Arabia

Dear Ed:

Will you please contact Sadak Hussani and get the name of the translator he has recommended to come to Frisco, and send it to me as soon as possible?

Also Ed, will you talk to the translator and see if he has an Arabic typewriter. If not can he borrow one from his office to bring with him? If he can't do that, then will you please have him purchase a portable to bring with him, the cost of course, to be refunded to him by us here.

Will buy here

We will probably cable for this man around July 20th.

Best regards,

C. E. Buck

CEB:kh
C. E. Buck

MOUSA AFIFI

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

June 29, 1953

Mr. John A Dunaway, Acting Director
Technical Cooperation Administration
American Embassy
JEDDAH, SAUDI ARABIA

Dear Sir:

As per our conversation in Jeddah regarding the need for a translator to work with International Engineering Company in San Francisco, please be advised that we will need the services of a translator on or about August 1, 1953. Mr. Sadak Husseini advised that he had selected a man for this assignment, and that he would be available whenever we needed him.

Will you please make whatever arrangements are necessary to have this man cleared for entry into the United States, with the understanding that his services will be required for approximately three months? We will cable you the exact date the translator should arrive in San Francisco; also will cable his transportation.

Thanking you in advance for your assistance in this matter, we remain

Very truly yours,

INTERNATIONAL ENGINEERING COMPANY, INC.

C. E. Buck

CEB:kh

C. E. Buck

Talked with Sadek –
8/7/53
JD

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

May 21, 1953

MEMORANDUM

TO: Mr. Sadek Husseini, Director
Liaison Office for Technical Assistance

FROM: John A. Dunaway, Acting U. S. Director of
Technical Cooperation in Saudi Arabia

SUBJECT: Translation of Railroad Survey.

With reference to the letter of Mr. C. E. Buck of the International Engineering Company for the services of a translator, I would appreciate it if you will transmit the substance to H.E. The Minister of Finance. In case His Excellency does not care to recommend anyone for this work, I would appreciate your aid in helping recruit a suitable person.

It should be explained that the services of a translator will be required principally in preparing maps, profiles and other material which has to be printed or otherwise reproduced in the U.S.A. and not for the other sections of the report which will be submitted in English for translation by your staff in the same manner as all other TCA reports.

JADunaway:o

cc: Mr. C. E. Buck
Mr. E. W. Sinclair ✓

TECHNICAL COOPERATION ADMINISTRATION

MEMORANDUM May 16, 1953

TO: Mr. John A. Dunaway
Acting U.S. Director of Technical Cooperation in Saudi Arabia

FROM: Edward F. Sinclair
Inspector, Railroad Survey

RE: Translation of Survey Report

This is in reference to your memorandum of May 16th relative to the translation of the Railroad Survey Report.

I personally feel that the report should be delivered to SAG in such a manner as will enable them to read and discuss it immediately upon its receipt, without going to the trouble to wait and have it translated.

It is my opinion that such a translation could not be properly made here after we receive the report in English from the Engineering Company, which as you know will come from their office in San Francisco. No doubt there would be several technical questions arise with respect to the proper translation that could only be answered by the engineers who made the survey and such engineers should be where the party making the translation could readily contact them. Otherwise, it would be necessary to correspond with the Engineering Company in San Francisco as to just what was meant by certain technical phraseology in the report and the time involved would further delay delivery of the report to SAG. I have been informed that ARAMCO and other private contractors doing business with SAG submit all of their reports in both English and Arabic.

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cc: Mr. Buck
Mr. Husseini

EFSinclair:djh

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

May 16, 1953

MEMORANDUM

TO: E. F. Sinclair
Inspector, Railroad Survey

FROM: J. A. Dunaway, Acting U.S. Director of
Technical Cooperation in Saudi Arabia

RE: Translation of Survey Report

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Please also note the last sentence of Art. II of the Agreement between U.S.A. and SAG for a cooperative Railway Survey Project. As you know, as a part of SAG contribution to the joint cooperative program, all reports and other communications requiring translation are handled by the staff of the Liaison Office. While this translation service is not specifically provided for in all agreements, there is such provision in the agreement on Public Finance and there is no contrary provision in any of the other agreements.

Will you please examine all documents relevant to this matter with a view of determining whether the proposed expense is a proper charge against the U.S.A. under the terms of the agreement with the International Engineering Company. Please report to me your decision on this matter before final action is taken for the employment of the above-mentioned translator.

John A Dunaway

John A. Dunaway
Acting U.S. Director of
Technical Cooperation in
Saudi Arabia

cc: Mr. C.E. Buck, International Eng.Co.
Mr. Sadek Husseini

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION
Jeddah, Saudi Arabia

July 6, 1953.

PROPOSED RAILROAD FROM RIYADH TO JEDDAH

MEMORANDUM:

The International Engineering Company of San Francisco, California, completed the physical ground survey for the proposed railroad from Riyadh to Jeddah on or about May 31, 1953. The engineers have returned to San Francisco and are now working on the final report of this survey, which we hope will be ready for presentation to the Saudi Arabian Government the latter part of August or the early part of September. This report will contain all details for the construction of the line, including buildings, bridges, etc., and the report upon completion will be in both English and Arabic.

There is attached hereto a map showing the general route to be followed by the railroad. It will run from Riyadh to Umainia, Marrat, Shagra, Sahla, Anazia, Aglat al Sugur, Hanakiya, Medina, Yenbu and thence to Jeddah, a distance of approximately 960 miles of track.

It is possible a branch line will be constructed from Anazia to Buraida, or it may be feasible to have one railroad station serve both of these two points. However, this is a detail which can be handled at the time the actual construction of the line is undertaken.

It is not felt that too much difficulty will be encountered in the construction of the railroad. For the main part it will run across rolling desert country, the only other points where some difficulty might be experienced is in coming out of Riyadh and in and around Medina and on down beyond Bir Said to the coastal plain. However, the engineers feel that the question of grades will not be severe all along the line, possibly with the exception of Riyadh and the mountainous country from Medina to the coastal plain beyond Bir said, where the grade at a certain point might run to what we call a two per cent. grade. The remaining part of the line should have grades well below one per cent.

E. F. Sinclair
Chief, Transportation and
Communications Division.

Sudan

/

American Embassy
Jidda, Saudi Arabia

MEMORANDUM July 6, 1953

TO: Mr. Sadek Husseini, Director
Liaison Office for Technical Assistance

FROM: John A. Dunaway, Acting U. S. Director of
Technical Cooperation in Saudi Arabia

In connection with our conversation this morning concerning the proposed railroad between Riyadh and Jidda, I am attaching hereto a memorandum prepared by Mr. Sinclair covering the matter in question.

Encl - As stated

EFSinclair/djh

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION
Jeddah, Saudi Arabia

July 6, 1953.

PROPOSED RAILROAD FROM RIYADH TO JEDDAH

MEMORANDUM:

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E. F. Sinclair
Chief, Transportation and
Communications Division.

Ry Survey
Revolving
acct

June 29, 1953

MEMORANDUM TO: John A. Dunaway
Acting U. S. Director, TCA

FROM: Sadek Husseini
Director, Liaison Office
for Technical Assistance

RE: Balance of Riyals Account - Railway Survey

I hereby acknowledge receipt of your memorandum dated June 25, 1953, together with Banque De L'Indochine Check No. 007510 dated June 12 for the sum of three thousand six hundred eighty-eight Riyals and sixteen qirsh, endorsed by Mr. Sinclair, covering the balance of the Riyal account of the International Engineering Company as stated in Mr. Buck's statement of account.

f-1
f-2
chron

Jidda, Saudi Arabia
June 25, 1953

In reply refer to:
TCA

MEMORANDUM TO: Sadek Husseini
Director, Liaison Office
Saudi Arabian Government - Technical Cooperation

FROM: John A. Dunaway
Acting U. S. Director of Technical
Cooperation in Saudi Arabia

RE: Balance of Riyal Account of International Engineering Co., Inc.

I am enclosing herewith Banque De L'Indochine check No. 007510, dated June 12, 1953, in the amount of three thousand six hundred eighty-eight riyals and sixteen qirsh (3,688/16 SR), endorsed by Mr. Sinclair, covering balance in the Riyal account of the International Engineering Company, Inc., said Riyals having been furnished the engineering company by the Saudi Arabian Government as their contribution for the Railway Survey in accordance with Agreement between the Saudi Arabian Government and the Government of the United States of America.

You already have a copy of Mr. Buck's statement dated June 10, 1953, setting forth the receipt and expenditure of Riyals in the account in question, which statement shows the balance to be 3,688/16 SR, as evidenced by the attached check.

Will you kindly arrange to turn the enclosed check over to the Saudi Arabian Government.

We wish to take this opportunity of expressing our sincere appreciation for the splendid cooperation we have received from the Saudi Arabian Government in connection with the Railway Survey.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosure:

Check #007510

cc: Mr. Sinclair

TCA:EFSinclair:pm

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

Recd 6/11/53
EF

E. F. Sinclair
Chief Transportation and Communications
TCA
Jeddah, Saudi Arabia

June 10, 1953

Dear Sir:

Attached hereto please find Saudi Rial Check NO. 7510 made payable to you, in the amount of S/R 3,688.16 which is the balance of the Saudi Rials, Railroad Survey Account.

Yours truly,

C. E. Buck
C. E. Buck

CEB:db

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

Recd
6/11/53
EFS

June 10, 1953

E. F. Sinclair
Chief Transportation & Communications
TCA
Jeddah, Saudi Arabia

Dear Sir:

In summary we have received the following amount of Saudi Rials from the Saudi Arabian Government to be used on the Railroad Survey.

S/R Check No. 7/0622	S/R	18,409.02 ✓ -	$ 5000.
S/R Check No.		18,409.03 ✓ -	5000
S/R Check No. 13/1275		9,204.12 ✓ -	2,500
			12,500.
Total	S/R	46,022.17	

These funds are accounted for as follows:

Approved Purchase Orders	S/R	22,277.04 ✓
Labor		19,980.11 ✓
Bank Charge		9.07½ ✓
Exchange Loss		67.00½ ✓
Total	S/R	42,334.01 ✓
Amount handed over to TCA		3,688.16 ✓ = $ 100.17¾
	S/R	46,022.17 ✓

3.6818

Yours truly,

C. E. Buck
C. E. Buck

CEB:db

12,500.00
100.73
$ ~~11,399.85~~
11,39827

$27,000.00 Rial Funds

Date	Drawn Down	Total	$/R Equivalent	Total
1953		$27,00000		
Feb. 2	$500000	2200000	18409.02	1840902
Apr. 13	500000	1700000	18409.03	36,818.05
June 3	250000	1450000	920412	46022.17
	1250000			

Expenses-

Purchase orders	22277.04	
Labor	19980.11	
Bank charge	9.07½	
Exchange Loss	67.00½	42334.01
Balance to S.A.G.		3688.16

June 19/53 G.B.

To-

June 3, 1953

Mr. John A. Dunaway
Acting Director
TCA
Jeddah, Saudi Arabia

Dear Sir:

This will acknowledge receipt of your memo of June 3 and advise you that Saudi Government Check No. 13/1275 in the amount of Saudi Rials 9,204 and 12 Girsch has been deposited to the account of International Engineering, C. E. Buck custodian.

Yours truly,

C. E. Buck
C. E. Buck

cc: E. F. Sinclair

CEB:db

Mr. Sinclair

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

June 3, 1953

Mr. C. H. Buck
International Engineering Company
Jidda, Saudi Arabia

Dear Mr. Buck:

Enclosed please find check representing $2,500 in riyals from the Saudi Arabian Government, under contract and terms of the Agreement between the Governments of Saudi Arabia and the United States of America.

Sincerely yours,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosures (2)
1. Check
2. Letter from Sadek Husseini
forwarding check to Dir.TCA
dated June 3, 1953

cc: Mr. Sinclair
Mr. Husseini

C
O
P
Y

Jidda
June 3, 1953

Mr. John A. Dunaway
Acting Director
Technical Cooperation Administration
Jidda

Dear Mr. Dunaway:

With reference to your letter dated May 21, 1953, regarding Mr. Buck's request that $2,500 be advanced to the International Engineering Company in accordance with the terms of Article III, Section I, of the Railway Agreement.

I enclose herewith Check No. 13/1275 dated 5/31/53 for the sum of SR 9204 and 12 girsh, equivalent to $2,500, indorsed in the name of Mr. Buck as requested.

Please acknowledge receipt.

Yours very truly,

/s/ Sadek Husseini

Sadek Husseini
Director, Liaison Office
for Technical Assistance

Encl. 1

May 20, 1953

Address reply to
P. O. Box 239
Jeddah, Saudi Arabia

Mr. John A. Dunaway
Acting U. S. Director of
Technical Cooperation Administration
in Saudi Arabia
Jeddah, Saudi Arabia

Dear Mr. Dunaway:

Will you please request the Saudi Arabian Government to make available to the International Engineering Company, Inc. the sum of $2,500 in Saudi Rials to be used for local expenditure for the Saudi Arabian Railroad Survey.

This is in accordance with the agreement between International Engineering Company, Inc. and the Technical Cooperation Administration of Saudi Arabia dated December 4, 1952.

These funds will be required not later than June 1, 1953.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

C. E. Buck

C. E. Buck
Project Manager

cc: Sadek Husseini
E. F. Sinclair

CEB:db

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

April 15, 1953

MEMORANDUM

TO: Mr. Sadek Husseini
Director, Liaison Office for Technical Assistance

FROM: Mr. John A. Dunaway, Acting U. S. Director of
Technical Cooperation in Saudi Arabia

I am pleased to forward copy of a letter dated April 14 from Mr. C. E. Buck, Project Manager for the International Engineering Company, acknowledging receipt of a check of the Ministry of Finance for S/R 18,409.02, dated April 11, 1953.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

JADunaway:o

Attachment -
As above

cc: Mr. Sinclair —
Amb-Jidda
Mr. Buck
TCA/W
Chron
File 1
File 2

April 14, 1953

Please address reply to:
P. O. Box 239
Jeddah

Mr. John A. Dunaway
Acting U. S. Director of
Technical Cooperation Administration
in Saudi Arabia
Jeddah, Saudi Arabia

Dear Mr. Dunaway:

This will acknowledge receipt of check dated April 11, 1953, in the amount of S/R 18,409.02 in the name of C. E. Buck, representative of the International Engineering Company, Inc.

This check has been deposited to the account of International Engineering Company, Inc. at Banque de L'Indochine, Jeddah.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

C. E. Buck
Project Manager

CEB:wfb

Mr. Sinclair

TECHNICAL COOPERATION ADMINISTRATION
American Embassy
Jidda, Saudi Arabia

April 13, 1953.

Mr. C. H. Buck
International Engineering Company
Jidda, Saudi Arabia

Dear Mr. Buck:

Enclosed please find check representing $5,000 in riyals from the Saudi Arabian Government, under contract and terms of the Agreement between the Governments of Saudi Arabia and the United States of America.

Sincerely yours,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosure:
Check

JADunaway/ls
cc: Mr. Ambassador, Jidda
Mr. Sinclair
Mr. Buck
TCA/W
Chron
File 1
File 2

TECHNICAL COOPERATION ADMINISTRATION
American Embassy
Jidda, Saudi Arabia

April 13, 1953.

Mr. Sadek Husseini, Director
Liaison Office for
Technical Assistance
Kingdom of Saudi Arabia
Jidda, Saudi Arabia

Dear Mr. Husseini:

This will acknowledge and thank you for the receipt of check dated April 11, 1953, in the sum of eighteen thousand four hundred and nine Saudi Riyals and two qirsh in the name of Mr. C. H. Buck, representative of the International Engineering Company.

This check, representing $5000 U. S., has been forwarded to Mr. Buck, according to the terms of the agreement between the governments of Saudi Arabia and the United States of America.

Your assistance in this matter is sincerely appreciated.

Very truly yours,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

JADunaway/l
cc: Mr. Amb, Jidda
Mr. Sinclair
Mr. Buck
TCA/W
Chron
File 1
File 2

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

March 23, 1953

Address reply to
P. O. Box 239
Jeddah, Saudi Arabia

Mr. John A. Dunaway
Acting U. S. Director of
Technical Cooperation Administration
in Saudi Arabia
Jeddah, Saudi Arabia

Dear Mr. Dunaway:

Will you please request the Saudi Arabian Government to make available to the International Engineering Company, Inc. the sum of $5,000 in Saudi Rials to be used for local expenditure for the Saudi Arabian Railroad Survey.

This is in accordance with the agreement between International Engineering Company, Inc. and the Technical Cooperation Administration of Saudi Arabia dated December 4, 1952.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

C. E. Buck

C. E. Buck
Project Manager

cc: Sadek Husseini
E. F. Sinclair ✓

CEB:wfb

TECHNICAL COOPERATION ADMINISTRATION

Jidda, Saudi Arabia

February 2, 1953.

Mr. C. H. Buck
International Engineering Company
Jidda, Saudi Arabia

Dear Mr. Buck;

Enclosed please find check representing $5,000 in riyals from the Saudi Arabian Government, under contract and terms of the Agreement between the Governments of Saudi Arabia and the United States of America.

Sincerely yours,

Jaw

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosures(2)
- 1 - Check
- 2 - Letter from Sadek Husseini forwarding check to Dir,TCA dtd February 2, 1953.

Mr. Sinclair

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

February 2, 1953.

Mr. Sadek Husseini, Director
Liaison Office for
Technical Assistance
Jidda, Saudi Arabia

Dear Mr. Husseini:

This will acknowledge and thank you for the receipt of check No. 7/0622 dated 13/5/1372 for the sum of eighteen thousand four hundred and nine Saudi Riyals and two qirsh in the name of Mr. C. H. Buck, representative of the International Engineering Company.

This check, representing $5000 U.S., has been forwarded to Mr. Buck, according to the terms of the agreement between the governments of Saudi Arabia and the United States of America.

Your assistance in this matter is sincerely appreciated.

Very truly yours,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Mr. Sinclair

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

Jidda, Saudi Arabia

January 18, 1953.

MEMORANDUM

TO: Sadek Bey Husseini, Director
Liaison Office for Technical Assistance.

RE: Riyal Expenses Railroad Survey

I have your memo of January 5 transmitting check for $5,000 payable to the Acting Director TCA as part of revolving fund supplied by the Saudi Arabian Government for payment of certain riyal expenses of the Railway Survey.

I am returning the check uncashed with the request that it be reissued in riyals and made payable to Mr. Charles E. Buck, Jr. for the International Engineering Company, Inc. This procedure will, we believe, save a good deal of time and trouble which otherwise would be involved and be in keeping with the terms of the Agreement between the Governments of Saudi Arabia and the United States of America. Under the method suggested here, the contractor would make an accounting to the Saudi Arabian Government on the basis of local riyal expenses approved by the TCA Inspector.

This and subsequent checks might pass through this office, if that meet the approval of the Saudi Arabian Government.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Inventory

June 29, 1953

Attention: Mr. Bode, Controller

Received from TCA warehouse below listed material for use in assigned house:

1 used aluminum tea kettle

1 used aluminum 10" frying pan

1 used aluminum 6" frying pan

1 used aluminum 6" dish

1 used aluminum 6-qt sauce pan

1 used aluminum 4-qt sauce pan

1 used aluminum 3-qt sauce pan

1 used aluminum 2-qt sauce pan

2 used aluminum 1-qt sauce pans

2 used alumpnum - incomplete folding chairs

1 used roll of steel scouring wool

1 used canvas mattress. - air

Above material came from International Engineering stock.

N Brinck

Neil Brinck
Health and Sanitation Division

O.K.

~~Inventory file~~

By Summary.

(Copy in Inventory file)

Jidda, June 20, 1953.

MEMORANDUM FOR FILE:

The following articles were placed in the storehouse as of this date, except as otherwise noted hereon:

3	Car jacks
2	Main Springs
1	Front Spring - Jeep
2	Main Springs
1	Rear axle - 4X4
1	Front axle - 4X4
1	Starter motor - 4X4
1	Rear Spring - Jeep
2	Brake lining
1	Clutch Disk
3	Brake fluid - cans
1	Soldering iron and solder
1	Battery - placed on charging machine at office.
3	Gas pumps
2	Seal Beam lights
1	Carburetor - 4X4
1	Generator - 4X4
2	Headlights
1	Fuel pump
2	Rear axle - Jeep
1	Alemite Gun
4	Oil squirt guns
3	Distributor heads
3	Fan belts
1	Starter shaft
2	Tire gauges
4	Gas caps
2	Brake tubing - jeep
3	Coils
2	Fuel bowls
1	Water pump
1	Fuel pump - jeep
2	Spark plugs - jeep
1	Universal joint - jeep
2	Grease guns
1	Starter shaft - jeep
1	Distributor head - jeep
1	Axle housing
1	Distributor - 4X4
1	Manifold gasket
2	Radiator hose
1	Wrench
2	Hatchets
1	Wire brush
	Copper tubing - 10 ft.
2	Hammers

1	Blow torch
11	Pyrene mixture
4	Pyrene guns
10	50 Gallon Drums - now in Power Wagons
1	Tow chain
7	Water buckets
1	File - 1 file placed in tool chest in my office.
2	Wire cutters - placed in tool chest in my office
5	Jeep cans - now on power wagons
7	Army cots
3	Sleeping bags
6	Blankets
4	Tables
5	Camp stools
4	Thermos jugs
3	Air matresses
5	Folding chairs
10	Lantern globes
7	Pullman lamps
7	Kerosene lamps
18	Bed sheets - turned over to Mr. Stacey
22	Pillow cases - turned over to Mr. Stacey
1	Filing cabinet - in Room 32.
1	Floor fan - in Room 23.
1	Post office scales - in Room 23.
-	Lot of kitchen utensils
3	Tents
3	900X16 - tubes
2	650x16 - tube
1	600x16 - tube
1	4x4 spare tire
1	Jeep spare tire
1	Medicine chest
1	pound of nails
1	Package of tacks
1	Package lamp bulbs
3	Pinch bars
1	Saw
5	Boxes - Tire patches
1	Tire bar
1	Ladder - small iron
2	Shovels
8	Shovel blades
	Tent poles

E. F. Sinclair

Ry Survey

UNITED STATES OF AMERICA
TECHNICAL COOPERATION ADMINISTRATION

American Embassy
Jidda, Saudi Arabia

June 17, 1953.

MEMORANDUM TO: Mr. Sadek Husseini,
Director, Liaison Office for Technical Assistance.

FROM: John A. Dunaway,
Acting U.S. Director of Technical
Cooperation in Saudi Arabia.

RE: Miscellaneous Food.

We are turning over to you as of this date a small lot of miscellaneous canned food and a small amount of white flour which were left over after the last railway survey trip.

Inasmuch as the greater portion of this food was purchased with funds furnished by the SAG in accordance with Agreement covering the railway survey, we feel it is only proper that the food should be returned to the Saudi Government for whatever distribution they may wish to make of it.

Will you please sign the attached copy of this letter, thereby indicating for our record receipt of the food in question.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Copy to: Mr. E. F. Sinclair.

Received Food:

Date: 6-17-53

File

E. F. Sinclair
Chief Transportation & Communications
TCA
Jeddah, Saudi Arabia

June 11, 1953

Dear Sir:

Attached hereto please find copy of our Saudi Rial Statement and out Dollar Statement for June 1953. These are our final Statements.

Yours truly,

C. E. Buck
C. E. Buck

cc: J. A. Dunaway ✓

CEB:db

E. F. Sinclair
Chief Transportation and Communications
TCA
Jeddah, Saudi Arabia

June 10, 1953

Dear Sir:

Attached hereto please find Saudi Rial Check NO. 7510 made payable to you, in the amount of S/R 3,688.16 which is the balance of the Saudi Rials, Railroad Survey Account.

Yours truly,

C. E. Buck
C. E. Buck

CEB:db

J. A. Dunaway

June 10, 1953

E. F. Sinclair
Chief Transportation & Communications
TCA
Jeddah, Saudi Arabia

Dear Sir:

In summary we have received the following amount of Saudi Rials from the Saudi Arabian Government to be used on the Railroad Survey.

S/R Check No. 7/0622	S/R 18,409.02
S/R Check No.	18,409.03
S/R Check No. 13/1275	9,204.12
Total	S/R 46,022.17

These funds are accounted for as follows:

Approved Purchase Orders	S/R 22,277.04
Labor	19,980.11
Bank Charge	9.07½
Exchange Loss	67.00½
Total	S/R 42,334.01
Amount handed over to TCA	3,688.16
	S/R 46,022.17

Yours truly,

C. E. Buck
C. E. Buck

CEB:db

MR. DUNAWAY ✓

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

Jidda, Saudi Arabia, June 11, 1953

The International Engineering Co., Inc. has this day delivered to the Technical Cooperation Administration in Jidda, Saudi Arabia, and the Technical Cooperation Administration, Saudi Arabia, has this day received from the International Engineering Co., Inc. the below listed equipment, materials and supplies in accordance with Article I, paragraph D, of the Agreement entered into between the United States of America and International Engineering Co., Inc. on December 4, 1952:

INVENTORY

RECAPITULATION

ITEM		ESTIMATED VALUE
1- Automotive Equipment	(Schedule "A" attached)	$ 10,000.00
2- Engineering Equipment	(Schedule "B" attached)	2,757.00
3- Spare Parts	(Schedule "C" attached)	882.72
4- Miscellaneous	(Schedule "D" attached	No value estimated
	TOTAL	$ 13,639.72

FOR THE INTERNATIONAL ENGINEERING COMPANY, INC.:

C. E. Buck
C. E. Buck, Project Manager

FOR THE TECHNICAL COOPERATION ADMINISTRATION, SAUDI ARABIA:

Edward F. Sinclair
Edward F. Sinclair, Inspector

John Bode
John Bode, Controller

SCHEDULE"A"

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

INVENTORY

AUTOMOTIVE EQUIPMENT

ITEM	TYPE	DESCRIPTION	MOTOR NUMBER	SERIAL NUMBER	ESTIMATED VALUE
1-	Chevrolet Sedan	Cream Color 4-Door Sedan	KAM258844		$ 2,000.00
2-	Dodge Power Wagon	4x4	31057	83931436	2,000.00
3-	Dodge Power Wagon	4x4	30997	83931435	2,000.00
4-	Dodge Power Wagon	4x4	30480	83931115	2,000.00
5-	Dodge Power Wagon	4x4	30464	83931095	2,000.00
			TOTAL		$ 10,000.00

FOR THE INTERNATIONAL ENGINEERING COMPANY, INC.:

C. E. Buck
C. E. Buck, Project Manager

FOR THE TECHNICAL COOPERATION ADMINISTRATION, SAUDI ARABIA:

Edward F. Sinclair, Inspector

John Bode
John Bode, Controller

Schedule "B"

ENGINEERING EQUIPMENT STORED IN DR. BROWN'S OFFICE

June 17, 1953.

DESCRIPTION	QUANTITY	CONDITION	ESTIMATED VALUE	
Transit	2	Good	$1,000.00	
Level	2	Good	500.00	
Tripods	3	Good	125.00	
Level Rod	2	Good	60.00	
Micrometer Target	2	Good	18.00	
Range Pole	4	Good	48.00	
Plumbobs	2	Good	4.00	
Stadia Rod	2	Good	100.00	
Band Chains	4	Good	50.00	
Champion Reels	4	Good	25.000	
Hand Levels	2	Good	15.00	
Drawing Instruments	1	Good	25.00	Shinkle
Pocket Transit	2	Good	70.00	
Steel Arrows	3	Good	15.00	
Mending Tool	1	Good	6.00	
Altimeter - 10 ft. Scale	1	Good	150.00	
Altimeter - 1 ft. Scale	2	good	500.00	
Steel Straight Edge	1	Good	12.00	
Protractor	1	Good	2.00	
Slide Rule	1	Good	9.00	Shinkle
Engineer's Scale	1	Good	6.00	"
Metric Scale	1	Good	7.00	"
Triangles	3	Good	3.00	"
Tape	1	Good	2.00	Shinkle
Altimeter - 1 ft. Scale	1	Bad order	-	
Tripod	1	Bad order	-	
			$2752.00	

Received from E. F. Sinclair for stroage in my office as of this date.

Glen F. Brown

Date June 18, 1953.

SCHEDULE "B"

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

INVENTORY

ENGINEERING EQUIPMENT

DESCRIPTION	QUANTITY	CONDITION	ESTIMATED VALUE
Transit	2	Good	$ 1,000.00
Level	2	Good	500.00
Tripods	3	Good	125.00
Level Rod	2	Good	60.00
Micrometer Target	2	Good	18.00
Range Pole	4	Good	48.00
Plumbob	2	Good	4.00
Stadia Rod	2	Good	100.00
Band Chains	4	Good	50.00
Champion Reels	4	Good	25.00
Hand Levels	2	Good	15.00
Drawing Instruments	1	Good	25.00
Pocket Transit	2	Good	70.00
Steel Arrows	3	Good	15.00
Mending Tool	1	Good	6.00
Pencil Sharpener	1	Good	5.00
Altimeter - 10 ft. Scale	1	Good	150.00
Altimeter - 1 ft. Scale	2	Good	500.00
Steel Straight Edge	1	Good	12.00
Protractor	1	Good	2.00
Slide Rule	1	Good	9.00
Engineer's Scale	1	Good	6.00
Metric Scale	1	Good	7.00
Triangles	3	Good	3.00
Tape	1	Good	2.00
			$ 2,757.00

FOR THE INTERNATIONAL ENGINEERING COMPANY, INC.:

C. E. Buck
C. E. Buck, Project Manager

FOR THE TECHNICAL COOPERATION ADMINISTRATION, SAUDI ARABIA

Edward F Sinclair
Edward F. Sinclair, Inspector

John Bode
John Bode, Controller

The above articles placed in Dr. Brown's office - June 17-1953
E.S.

SCHE E "C"

X

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

INVENTORY

SPARE PARTS

DESCRIPTION	QUANTITY	CONDITION	ESTIMATED VALUE
Car Jack	1	Good	
Main Spring	2	Good	S/R 100.00 SH (2)
Front Spring Jeep	1	Good	100.00 SH
Main Spring Jeep	2	Good	84.00 SH
Rear Axle 4x4	1	Good	100.00 SH
Front Axle 4x4	1	Good	100.00 SH
Starter Motor 4x4	1	Good	200.00 SH
Rear Spring Jeep	1	Good	57.00 SH
Brake Lining 4x4	2	Good	60.00 SH
Clutch Disk	1	Good	20.00 SH
Brake Fluid	4	Good	✓ 7.00 x TM (1) can 3 SA
Soldering Iron	1	Good	5.00 SH
Car Battery	1	Good	110.00 SH
Gas Pump	2	Good	100.00 SH 3
Seal Beam Headlight	1	Good	8.00 SH
Carburetor 4x4	1	Good	200.00 SH
Generator 4x4	1	Good	200.00 SH
Headlight	2	Good	55.00 SH
Fuel Pump	1	Good	50.00 SH
Rear Axle Jeep	2	Good	100.00 SH
Alemite Guns	1	Good	✓ 50.00 x TM 1 SH
Oil Squirt Guns	5	Good	✓ 5.00 x TM (1) 4 SH
Distributor Head	3	Good	30.00 SH
Fan Belts 4x4	2	Good	✓ 14.00 x 1 TM (1) 3 SH ↓
Starter Shaft	1	Good	110.00 SH
Tire Gauge	2	Good	8.00 SH
Gas Caps	4	Good	4.00 SA
Fan Belts Jeep	3	Good	✓ 14.00 x TM (1) SH
Brake Tubing Jeep	2	Good	4.00 SH
Coil	4	Good	✓ 137.00 (1) TM SH 3
Fuel Bowls	3	Good	✓ 18.00 x TM (1) 2 SH
Water Pump	1	Good	80.00 SH
Fuel Pump Jeep	1	Good	50.00 SH
Spark Plugs Jeep	4	Good	✓ 6.00 x (2) TM 2 SA

X

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

INVENTORY

SPARE PARTS

DESCRIPTION	QUANTITY	CONDITION	ESTIMATED VALUE
Universal Jt. Jeep	1	Good	S/R 50.00 SH
Grease Guns	3	Good	✓ 6.00 (1) TM x 2 SH
Starter Shaft Jeep	1	Good	10.00 SH
Distributor Head Jeep	1	Good	8.00 SH
Axle Housing	1	Good	110.00 SH
Distributor 4x4	2	Good	124.00 SH
Manifold Gasket	1	Good	6.00 SH
Sand Tires Jeep	5	Good	✓ 750.00 x W.F.E.
			S/R 3,250.00
		Dollar Equivalent - -	$ 882.72

FOR THE INTERNATIONAL ENGINEERING COMPANY, INC.:

C. E. Buck

C. E. Buck, Project Manager

FOR THE TECHNICAL COOPERATION ADMINISTRATION, SAUDI ARABIA:

Edward F. Sinclair

Edward F. Sinclair, Inspector

John Bode

John Bode, Controller

SCHEDULE "D"

X

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

INVENTORY

MISCELLANEOUS SUPPLIES

DESCRIPTION	QUANTITY	CONDITION
Crescent Wrench	3	✓Good TM-(1) ~~1~~ SH
Hatchet	3	✓Good TM-(1) 2SH
Wire Brush	1	Good SH
Copper Tubing	10 ft.	Good SH
3# Hammer	3	✓Good TM-(1) -2SH
Blow Torch	1	Good SH
Pyrene	11	Good SH
Pyrene Guns	4	Good SH
50 Gallon Drums	10	Fair
Tow Chain	1	Good SH
Water Buckets	7	✓Fair (1) TM 6 SH
Pinch Bars	2	Good - SH
Files	4	✓Good (2) TM - 1SH
Wire Cutters	2	Good
Jeep Cans	5	Fair
✓Army Cots	7	Fair
✓Sleeping Bags	3	Fair
✓Blankets	6	Fair
✓Tables	4	Fair
✓Camp Stools	5	Fair
4 Thermos Jugs	5	✓Fair (1) TM
3 Air Mattress	3	Fair
✓Folding Chairs	5	Fair
✓Medicine Chests	2	1.TM
✓Lantern Globes	10	Good
Pullman Lamps	7	Good
Kerosene Heater	6	Fair
Kerosene Lamps	8	✓Good (1) TM
– Bed Sheets	18	Good
– Pillow Cases	22 E.F.S.	Good
✓Filing Cabinet	1	Good
✓Floor Fan	1	Good
✓Post Office Scales	1	Good
Lot Kitchen Utensils	1	Fair
✓Tents	3	Good

{ Turned over to Mr. Stacy 6/9/53 E.F.S.

FOR THE INTERNATIONAL ENGINEERING
COMPANY, INC.:

C. E. Buck
C. E. Buck, Project Manager

FOR THE TECHNICAL COOPERATION
ADMINISTRATION, SAUDI ARABIA:

Edward F Sinclair
Edward F. Sinclair, Inspector

John Bode
John Bode, Controller

Jidda, June 20, 1953.

MEMORANDUM FOR FILE:

The following articles were placed in the storehouse as of this date, except as otherwise noted hereon:

3	Car jacks
2	Main Springs
1	Front Spring - Jeep
2	Main Springs
1	Rear axle - 4X4
1	Front axle - 4X4
1	Starter motor - 4X4
1	Rear Spring - Jeep
2	Brake lining
1	Clutch Disk
3	Brake fluid - cans
1	Soldering iron and solder
1	Battery - placed on charging machine at office.
3	Gas pumps
2	Seal Beam lights
1	Carburetor - 4X4
1	Generator - 4X4
2	Headlights
1	Fuel pump
2	Rear axle - Jeep
1	Alemite Gun
4	Oil squirt guns
3	Distributor heads
3	Fan belts
1	Starter shaft
2	Tire gauges
4	Gas caps
2	Brake tubing - jeep
3	Coils
2	Fuel bowls
1	Water pump
1	Fuel pump - jeep
2	Spark plugs - jeep
1	Universal joint - jeep
2	Grease guns
1	Starter shaft - jeep
1	Distributor head - jeep
1	Axle housing
1	Distributor - 4X4
1	Manifold gasket
2	Radiator hose
1	Wrench
2	Hatchets
1	Wire brush
	Copper tubing - 10 ft.
2	Hammers

X

1	Blow torch
11	Pyrene mixture
4	Pyrene guns
10	50 Gallon Drums - now in Power Wagons
1	Tow chain
7	Water buckets
1	File - 1 file placed in tool chest in my office.
2	Wire cutters - placed in tool chest in my office
5	Jeep cans - now on power wagons
7	Army cots
3	Sleeping bags
6	Blankets
4	Tables
5	Camp stools
4	Thermos jugs
3	Air matresses
5	Folding chairs
10	Lantern globes
7	Pullman lamps
7	Kerosene lamps
18	Bed sheets - turned over to Mr. Stacey
22	Pillow cases - turned over to Mr. Stacey
1	Filing cabinet - in Room 32.
1	Floor fan - in Room 23.
1	Post office scales - in Room 23.
-	Lot of kitchen utensils
3	Tents - 1 tent to Moon - 6/22/53
3	900X16 - tubes
2	650x16 - tube
1	600x16 - tube
1	4x4 spare tire
1	Jeep spare tire
1	Medicine chest
1	pound of nails
1	Package of tacks
1	Package lamp bulbs
3	Pinch bars
1	Saw
5	Boxes - Tire patches
1	Tire bar
1	Ladder - small iron
2	Shovels
8	Shovel blades
	Tent poles
1	Oil stove.

E. P. Sinclair

June 18, 1953.

MEMORANDUM FOR FILE:

Articles listed, some of which are shown on the attached Inventory, were delivered today to Mr. T. Moon, Agricultural Division:

✓1	Alemite Gun
✓2	Oil Squirt Guns
✓1	Fan Belt - 4X4
✓1	Fan Belt - Jeep
✓1	Fuel Bowl
✓2	Spark Plugs
✓1	Grease Gun
✓1	Crescent Wrench
✓1	Hatchet
✓1	Hammer #3
✓1	Water Pail
✓1	Thermos Jug
✓1	Lantern - kerosene
✓1	Medicine chest - contents
✓1	Tool Chest - miscellaneous tools
✓1	Gasoline hose
✓2	Files
✓1	Coil - 4X4
✓1 can	Brake Fluid

E. F. Sinclair

Received the above articles:

Thomas J. Moon

X

June 2, 1953

MEMORANDUM TO FILES:

As of this date - the following items which were charged to the Transportation and Communication Division have been loaned to the Agricultural Division.

5 Jeep Sand Tires with Tubes

2 Extra Tubes.

Edward F. Sinclair

cc: Sinclair - T&C

Edens - Agri.

See schedule "C" attached. EF

6/11/53

MEMORANDUM TO FILES

June 7, 1953

The following items were received from the International Engineering Company and were today turned over to our Supply Room.

2 Boxes	8-1/2 x 11 Ditto Moistener		$7.70
12 Reams	8-1/2 x 11 Ditto Paper		14.40
4 Sets	Esterbrook dipless sets #401		8.20
3 only	Silk Ribbon Red & Black, Royal		3.45
		Plus express chg.	1.18
		Total	$34.93

E. F. Sinclair

IEC 2M-10-51 RP

EXPORT PURCHASE ORDER

ml - 23

INTERNATIONAL ENGINEERING COMPANY, INC. SAUDI ARABIA

74 NEW MONTGOMERY STREET, SAN FRANCISCO 5, CALIFORNIA

[redacted]

Requisition No. 19.503 Date March 23, 1953 Page 1 of 1 P

To
H. DAVISON & COMPANY, INC.
225 West Broadway
New York 13, N. Y.

Purchase Order No. 19.503.2

THIS NUMBER MUST APPEAR ON ALL PAPERS AND CORRESPOND
RELATING TO THIS ORDER.

CONSIGN TO:

INTERNATIONAL ENGINEERING COMPANY, INC.
ATTN: R. NORRIS
c/o AMERICAN CARGO REPAIR
643 Grove Street,
Jersey City, New Jersey

P. O. No. 19.503.2

Ship via Railway Express - COLLECT
FOR EXPORT SHIPMENT TO SAUDI ARABIA

OVERSEAS MARKS: (Only when Form IE10 Applies)

MATERIAL ON THIS ORDER SHALL BE EXPORT PACKED AND MARKED FOR OVERSEAS BY PURCHASER'S FORWARDER.

FOB — EXX New York City

Terms Net 30 Days

PLEASE SHIP SUBJECT TO THE CONDITIONS AND TERMS ON THE REVERSE SIDE OF THIS ORDER, THE FOLLOWING MATERIAL.

ITEM NO.	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
		OFFICE SUPPLIES		
8	2 BOXES	8-1/2 x 11 Ditto Moistener	$ 3.85	$ 7.70
9	12 REAMS	8-1/2 x 11 Ditto paper	1.20/ea.	14.40
10	4 SETS	Esterbrook dipless sets #401	2.05	8.20
11	3 ONLY	Silk Ribbon Red & Black, Royal	1.15	3.45
		TOTAL		$33.75
		Plus Express Chg.		1.18
		DELIVERED ON MARCH 10, 1953.		$34.93
		THIS PURCHASE ORDER CONFIRMS ORDER PLACED BY OUR MR. R. NORRIS OF JERSEY CITY, NEW JERSEY.		
		DO NOT DUPLICATE		
		VENDOR NOT TO EXPORT PACK OR MARK FOR OVERSEAS.		

READ CAREFULLY THE REVERSE SIDE OF THIS ORDER

International Engineering Company, I

R. C. BURDICK, PURCHASING A

Ry Survey

f-1
~~f-2~~
CHRON III

SecState

June 8, 1953

Wirom. TOTEC TCA/SA No. 4

RESTRICTED

NOSEC

Request Advice of Allotment of $352,000 for railroad survey be decreased by $22,000 not required for survey and that allotment of $492,000 for fourth quarter operations be increased by $22,000.

DUNAWAY

TCA:JRode:pm

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Jidda, Saudi Arabia
June 8, 1953

In reply refer to:
TCA

MEMORANDUM TO: Mr. John Bode
Controller

FROM: John A. Dunaway
Acting U. S. Director of
Technical Cooperation in Saudi Arabia

RE: Responsibility for Receiving TCA Property

Confirming my oral discussion of this morning, will you please assume responsibility for receiving all properties, on behalf of TCA, turned over to TCA Jidda by International Engineering Company in accordance with the provisions of their contract with TCA.

I would like you to do this in cooperation with the Inspector, Mr. Sinclair, but as principal custodian of TCA property, you will take legal custody on behalf of TCA/SA.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

JAD

cc: Mr. Charles Buck,
International Engineering Co., Inc.

Mr. Edward F. Sinclair

MEMORANDUM TO FILES

June 7, 1953

The following items were received from the International Engineering Company and were today turned over to our Supply Room.

2 Boxes	8-1/2 x 11 Ditto Moistener		$7.70
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		Plus express chg.	1.18
		Total	$34.93

E. F. Sinclair

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

June 7, 1953

E. F. Sinclair
Chief Transportation and Communications
TCA
Jeddah, Saudi Arabia

Dear Sir:

Under Article 1 (a) of the Agreement between TCA and International Engineering Co. for a railroad survey in Saudi Arabia, it states that the Contractor shall "select and locate with adequate markings, spaced at intervals not greater than five miles, etc."

This will confirm the Agreement between TCA, I.E. Company, SAG Railroad and the Saudi Government that the Contractor will make designation on the Aerial photographs to comply with this portion of the Contract. This was decided and agreed upon by all parties as to be the most practical way of marking the route for future construction.

Yours truly,

C. E. Buck
C.E. Buck

APPROVED:
E.F. Sinclair

cc: J.A. Dunaway

CEB:db

File 1 Ry Survey
Revolving Fund

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

June 4, 1953

MEMORANDUM

TO: Mr. Sadek Husseini
Director, Liaison Office for Technical Assistance

FROM: Mr. John A. Dunaway, Acting U.S. Director of
Technical Cooperation in Saudi Arabia

SUBJECT: Check - International Engineering Co.

I am pleased to forward copy of a letter dated June 3, 1953, from Mr. C. E. Buck, Project Manager for the International Engineering Company, acknowledging receipt of a check of the Ministry of Finance for S/R 9,204 and 12 Girsh, Check No. 13/1275.

JAD

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Encl.
Attachment -
As above

JADunaway:G

INTERNATIONAL ENGINEERING COMPANY, INC.
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA

To- June 3, 1953

Mr. John A. Dunaway
Acting Director
TCA
Jeddah, Saudi Arabia

Dear Sir:

This will acknowledge receipt of your memo of June 3 and advise you that Saudi Government Check No. 13/1275 in the amount of Saudi Rials 9,204 and 12 Girsch has been deposited to the account of International Engineering, C. E. Buck custodian.

Yours truly,

C. E. Buck
C. E. Buck

cc: E. F. Sinclair

CEB:db

File 1

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

June 3, 1953

Mr. C. H. Buck
International Engineering Company
Jidda, Saudi Arabia

Dear Mr. Buck:

Enclosed please find check representing $2,500 in riyals from the Saudi Arabian Government, under contract and terms of the Agreement between the Governments of Saudi Arabia and the United States of America.

Sincerely yours,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosures (2)
1. Check
2. Letter from Sadek Husseini
   forwarding check to Dir.TCA
   dated June 3, 1953

cc: Mr. Sinclair
    Mr. Husseini

Jidda
June 3, 1953

Mr. John A. Dunaway
Acting Director
Technical Cooperation Administration
Jidda

Dear Mr. Dunaway:

With reference to your letter dated May 21, 1953, regarding Mr. Buck's request that $2,500 be advanced to the International Engineering Company in accordance with the terms of Article III, Section I, of the Railway Agreement.

I enclose herewith Check No. 13/1275 dated 5-31-53 for the sum of SR 9204 and 12 girsh, equivalent to $2,500, indorsed in the name of Mr. Buck as requested.

Please acknowledge receipt.

Yours very truly,

Sadek Husseini
Director, Liaison Office
for Technical Assistance

Encl. 1

File 1 Ry Survey Fund

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

May 21, 1953

Mr. Sadek Husseini
Director, Liaison Office for Technical Assistance
Jidda, Saudi Arabia

Dear Mr. Husseini:

I enclose a letter from Mr. Buck requesting that $2,500 be advanced the International Engineering Company in accordance with the terms of the Railway Survey Agreement, Article III, Item 1.

The check should be issued in Saudi Riyals and should be made payable to Mr. Charles E. Buck, Jr. for the International Engineering Company, Inc.

I will appreciate it very much if you will bring this matter to the attention of the Deputy Finance Minister and make arrangements for this sum to be advanced.

Yours very truly,

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

Enclosure: 1

cc: Mr. C. E. Buck

C
O
P
Y

INTERNATIONAL ENGINEERING COMPANY, INC.
74 New Montgomery Street
San Francisco 5, California

May 20, 1953

Address reply to
P. O. Box 239
Jeddah, Saudi Arabia

Mr. John A. Dunaway
Acting U. S. Director of
Technical Cooperation Administration
in Saudi Arabia
Jeddah, Saudi Arabia

Dear Mr. Dunaway:

Will you please request the Saudi Arabian Government to make available to the International Engineering Company, Inc. the sum of $2,500 in Saudi Rials to be used for local expenditure for the Saudi Arabian Railroad Survey.

This is in accordance with the agreement between International Engineering Company, Inc. and the Technical Cooperation Administration of Saudi Arabia dated December 4, 1952.

These funds will be required not later than June 1, 1953.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

/s/ C. E. Buck

C. E. Buck
Project Manager

cc: Sadek Husseini
E. F. Sinclair

f-1
f-2
chron

Ref Dunaway

Jidda, Saudi Arabia
May 16, 1953

In reply refer to:
TCA

MEMORANDUM TO: Mr. Charles E. Buck
International Engineering Company, Inc.

FROM: John A. Dunaway
Acting U. S. Director of Technical
Cooperation in Saudi Arabia

RE: Field Trips

With reference to trips made by representatives of TCA Jidda in connection with the railway survey, it is my understanding that International Engineering Company, Inc. has assumed the expenses of lodging and feeding for these travelers. It is further my understanding that you have been intending to bill the travelers at the calculated rate of $5.00 per day for these subsistence items.

Since the Government of the United States is paying this bill in either case and since the travel performed was done in connection with the railway survey project, it seems to me that the charging of these travelers for subsistence expenses is simply unnecessary bookkeeping and could result in ultimate over-charge to the Government for travel expenses.

I, therefore, request you not to bill the travelers for these subsistence items furnished but rather to include these costs as proper costs against your contract.

cc: Dr. Edens
Mr. Moon
Dr. Brown
Mr. Sinclair

f-1
f-2
chron

Jidda, Saudi Arabia
May 16, 1953

In reply refer to:
TCA

MEMORANDUM TO: Dr. W.J. Edens, Chief, Agriculture Division
Mr. Thomas J. Moon, Extension Specialist, Agriculture Div.
Dr. Glen Brown, Chief, Natural Resources Division
Mr. E. F. Sinclair, Chief, Transportation and
Communications Division

FROM: John A. Dunaway
Acting U. S. Director of Technical
Cooperation in Saudi Arabia

RE: Expense Record of Recent Field Trip

In view of the fact that subsistence and lodging were provided without cost on the travel referred to in the attached memorandum, I would appreciate your supplying me with an actual expense record of other travel costs which may have been incurred by you in connection with this travel.

I am doing this in order to assure a more equitable disposition of claims for actual expenses incurred and per diem in connection with your trip.

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

TCA:JAStacy:pm

Sadak Hussein,
Director, Liason Office,
Saudi Arabian Government,
TCA,
Jeddah, Saudi Arabia

May 13, 1953

Dear Sadak:

On or about July 15th, International Engineering Co. will require the services of a person qualified to translate English into Arabic. The work will consist of translating the Railroad Survey Report which will be prepared in the International Engineering Co., offices in San Francisco, California.

International Engineering Co. will pay all traveling expenses, expenses while in the United States (food and housing) and a salary of three hundred dollars per month to the person selected for the assignment.

Will you please advise if the Finance Ministry wishes to recommend some one for this assignment.

Yours truly,

C. E. Buck

C. E. Buck

cc; J. A. Dunaway

E. F. Sinclair ✓

CEB:db

File 1
Ry Survey

TECHNICAL COOPERATION ADMINISTRATION
Jidda, Saudi Arabia

UNCLASSIFIED

May 12, 1953.

MEMORANDUM TO: Mr. John A. Dunaway
Acting U. S. Director of
Technical Cooperation in Saudi Arabia

FROM: Edward F. Sinclair
Chief, Transportation and Communications Div.

SUBJECT: Railway Survey

An inspection trip of the proposed route for the construction of the railroad from Riyadh and/or El Kharj to Jidda was made, leaving Jidda at 7:00 A.M. on April 28, the party consisting of the following people:

Saudi Government Railroad
Mr. J. H. Gildea, Manager
Mr. C. Warren, Chief Engineer
Mr. R. MacKay, Engineer

U. S. Army Transportation Corps
Col. T. Thomas
Maj. R. Wildey

International Engineering Corp.
Mr. C. E. Buck, Project Manager
Mr. N. C. Pearson, Chief Railroad Location Engineer

Technical Cooperation Administration
Dr. Glen Brown
Dr. W. J. Edens
Mr. Edward Sinclair.

We drove over the proposed route and arrived at Riyadh on Tuesday, May 5th. Enroute Drs. Brown and Edens had an opportunity to look over the geological and agricultural situation along the line.

On Wednesday, May 6th, Messrs. Gildea and Buck had a talk with Shaikh Abdullah Sulaiman, Finance Minister, and it was brought out at this meeting that it had not yet been definitely decided whether the 50 miles of railroad would be laid out from Riyadh or El Kharj. Mr. Gildea was instructed by the Finance Minister to report to him Sunday,

May 10th

May 10th, with his recommendations as to where he thought the 50 mile line should be laid, and stated that he would give his decision within 3 or 4 days after the receipt of this report. However, Mr. Buck stated that it was more or less the concensus of opinion at the meeting that the 50 miles in question would start from El Kharj rather than Riyadh, and he instructed his engineers to start laying out the 50 mile strip from El Kharj, where they are presently engaged.

Drs. Brown and Edens also had meetings with the Finance Minister in connection with their respective problems.

Mr. Gildea would like to have me go to Dhahran within a couple of weeks with Mr. Buck for a discussion in connection with the proposed railroad.

ESinclair:djh

April 26, 1953

P. O. Box 239
Jeddah

Sadek Husseini
Director, Liaison Office
Saudi Arabian Government
Technical Cooperation Administration
Jeddah

Dear Mr. Husseini:

We expect to depart Jeddah on Tuesday Morning, April 28, to make another trip over the proposed railroad route between Jeddah and Riyadh.

Will you please advise the necessary authorities at the following locations to supply us with petroleum products required for this trip:

Yenbo
Medina
Anaiza
Marratt
Riyadh
Kuwait.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

C. E. Buck

C. E. Buck
Project Manager

cc: J. A. Dunaway~~, TCA~~
E. F. Sinclair, TCA

CEB:wfb

Reg Swaley

f-1
f-2
chron

Jidda, Saudi Arabia
April 23, 1953

In reply refer to:
TCA

MEMORANDUM TO: Sadek Husseini
Director, Liaison Office
Saudi Arabian Government-Technical Cooperation

FROM: John A. Dunaway
Acting U. S. Director of Technical
Cooperation in Saudi Arabia

RE: Residence Permit Cards for International
Engineering Company, Inc. Personnel

It is requested that residence permits be issued for a three months' period to the employees of the International Engineering Company, Inc., Jeddah, whose names are listed below.

These men are employed by International Engineering Company, Inc. and are conducting the railroad survey from Jeddah to Riyadh, which is a project under the Technical Cooperation Administration program in Saudi Arabia.

Charles E. Buck, Project Manager
Nathan C. Pearson, Location Engineer
Randolph W. Varney, Chief of Party
Forrest M. Barrett, Instrument Man
David C. Tolles, Draftsman
William F. Busching, Chief Clerk

John A. Dunaway
Acting U. S. Director of
Technical Cooperation in
Saudi Arabia

JADunaway
by C.E.Buck:JASgacy:pm

April 23, 1953

Please address reply to
P. O. Box 239
Jeddah

Mr. James H. Gildae, Manager
Saudi Arabian Government Railroad
Dammam, Saudi Arabia

Dear Jim:

You have requested that two men from Aramco be permitted to make the railroad reconnaissance from Jeddah to Riyadh which we are starting on Tuesday, April 28.

Confirming our conversation in Dhahran of Monday, April 20, you will arrange with the Saudi Arabian government for clearances for these two men to accompany us on this trip.

Yours very truly,

INTERNATIONAL ENGINEERING CO., INC.

C. E. Buck

C. E. Buck
Project Manager

bcc: Mr. J. A. Dunaway, TCA, Jeddah

CEB:wfb